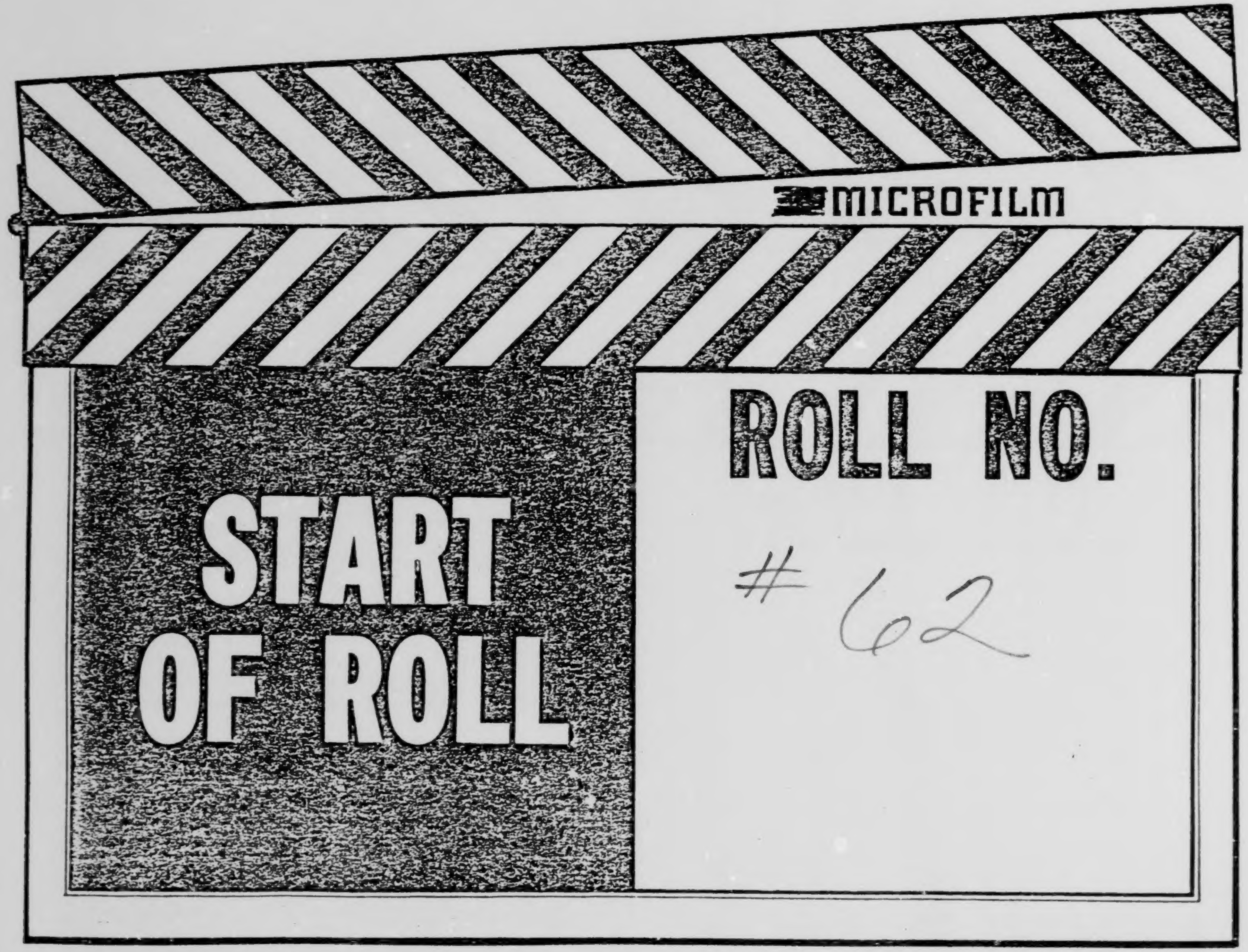


MICROFILM

START OF ROLL

ROLL NO.

62

6-4216 Coos Bay Bridge Fender 1952
#3652 Pile Replacement.

RECEIVED
OCT 3 - 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 1, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
6-4216 3652	4-final	Felix Carlson Dredging Co. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17833	R-50490	$5,374.83	9/30/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1952

Time Extensions: Extended to Aug. 29, 1952 without penalty

Completion Date: Aug. 25, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 1, 1952

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 2 1952
A. A. Wicklander

NOTED ON CARD
10-2-52

RECEIVED
SEP 17 1952
FOR FILING

6-4216

3652

B

September 17, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3652 for work performed on the Coos Bay Bridge (replacement of pier fenders) on the Oregon Coast Highway in Coos County was completed by the contractor, Felix Carlson Dredging Co.,Inc., on August 25, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,374.83 will be released to the contractor after acceptance by the Commission. The total contract amount is $49,136.78, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Building
Portland 4, Oregon

noted on card
G.L.

RECEIVED
SEP 9 1952
FOR FILING

6-4216
3652

September 8, 1952

Felix Carlson Dredging Co., Inc.
P. O. Box 186
Coos Bay, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 60 days, from June 30 to August 29, 1952, within which to complete your contract No. 3652 for replacing pier fenders on the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

E. H. Ash,
Resident Engineer

O. S. Paxson,
Bridge Engineer

NOTED ON CARD
9-8-52, gl

RECEIVED
AUG 5 1952
FOR FILING

6-4216

3652

July 31, 1952

Request for extension of time
No. 5
August 18 and 19 meeting.

State Highway Commission

Gentlemen:

Re: Coos Bay Bridge Fender Pile
Replacement, Contract 3652

Herewith a request for an extension of time from June 30, 1952 to and including August 29, 1952, for the completion of the work on the replacement of the Coos Bay Bridge pier fenders, Felix Carlson Dredging Company, contractor.

The contractor began this work as soon as he received the treated piling from the treating company. He has been prosecuting the work with all due diligence, and it is through no fault of his that the work has not been completed. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
JUN 12 1952
FOR FILING

6-4216

3652 FIRM DIVISION
WM. M. FRANZWA
ASSISTANT COMMISSIONER

files

INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

June 11, 1952

IN REPLY REFER TO
CDM - 165745

Contract 3652

Mr. Floyd Query
State Highway Building
Salem, Oregon

Dear Sir: Re: 165745 - Felix Carlson Dredging Co., Inc.

Attached is a copy of our letter of May 14, 1952, pertaining to the Felix Carlson Dredging Co., Inc. which has a state highway department contract known as the Coos Bay Bridge Fender Pile Replacement.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

W. M. Franzwa

W. M. Franzwa
Assistant Commissioner

CDM/cs

RECEIVED
JUN 12 1952
OREGON
STATE HIGHWAY COMMISSION

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM 65

COPY

May 14, 1952

CDM - 165745

Mr. Floyd Query
State Highway Building
Salem, Oregon

Dear Sir: Re: 165745 - Felix Carlson Dredging Co., Inc.

The Felix Carlson Dredging Co., Inc. withdrew its rejection of the Workmen's Compensation Law and became a contributor to the Industrial Accident Fund effective at 12:01 A.M., May 1, 1952.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

W. M. Franzwa
Assistant Commissioner

CDM/cs

RECEIVED
JUN 11 1952
FOR FILING

6-4216.
3652

April 24, 1952

Felix Carlson Dredging Co., Inc.
Box 186
Coos Bay, Oregon

Attention: Mr. H. G. Huntley, Secretary

Gentlemen:

This letter is in reply to yours of April 15, 1952 regarding your acceptance of the provisions of the Oregon Workmen's Compensation Act so far as it relates to your contract with the State Highway Commission for the Coos Bay Bridge fender replacement project.

In your letter you request waiver of the Highway Commission's requirements relative to acceptance of the Workmen's Compensation Act because of confusion which you state would develop, and you suggest that the most practical way to carry the coverage is to take one coverage only.

I am sorry that cannot be done. It is an iron clad policy of the State Highway Commission established many years ago that all successful bidders for state construction accept the Oregon Workmen's Compensation Act and carry on their work in strict compliance with the provisions thereof. This matter has been before the Commission on occasions in the past and the Commission has adhered strictly to the established policy. It therefore will be necessary for you to arrange to carry your coverage on the above mentioned job with the State Industrial Accident Commission as all other State highway contractors are required to do in connection with their work.

Arrangements with the Accident Commission for the necessary coverage should be taken care of at once.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mhs

cc: W. M. Franzwa, SIAC
R. H. Baldock
Floyd Query

DREDGING PILE DRIVING

FELIX CARLSON DREDGING CO., INC.

TELEPHONE 5-2162

MAIL ADDRESS:
BOX 186
COOS BAY, OREGON

OFFICE AND MOORAGE:
HIGHWAY 101
BETWEEN COOS BAY AND NORTH BEND

April 15, 1952

Oregon State Highway Commission,
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:-

With further reference to your letter dated 28 March, in regard to requirements of working under the State Industrial Accident Commission on the contract r ecently awarded us for driving of piling.

The reason we have not been operating under the State law is that they cannot cover our operations as a whole and can only cover a small portion of the work. We would rather operate under the State law for several reasons, one of which is that the rate is lower, which is enough in itself.

If we come under the State law we will have to segregate the work and split the payroll to take care of the State coverage on the work of driving this job of piling, but on our tug which is nevessary to move the driver about and move the piling in to the job and ferry the men back and forth to the job we will have to split the time the men are operating the tug and the time they are working on the driver. Also on other work, as we operate a dredge also, we will have to split the different jobs, as where the dredge is digging and loading the dirt on a barge we will have to split this time and the State does not cover loading of barges.

From this you can readily see that there is going to be much confusion in taking care of the two accounts and the most practical way to carry the coverage is to take one coverage only.

ANSWERED
H. B. GLAISYER

RECEIVED
APR 17 1952
OREGON
STATE HIGHWAY COMMISSION

DREDGING

PILE DRIVING

FELIX CARLSON DREDGING CO., INC.

TELEPHONE 6-2162

MAIL ADDRESS:
BOX 186
COOS BAY, OREGON

OFFICE AND MOORAGE:
HIGHWAY 101
BETWEEN COOS BAY AND NORTH BEND

As this requirement will cause us undue hardship we would like to know if there is any way in which you can waive this requirement and let us go under our present coverage.

However, if you find that you cannot grant us this waiver we will go ahead and file the necessary papers with the State Industrial Accident Commission.

Yours very truly,

FELIX CARLSON DREDGING CO INC
BY H G Huntley
Secretary

c.c. C. F. McKinley

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM OREGON

DELIVERED BY SECRETARY

COPY

REFERRED TO
State Highway Engineer

April 10, 1952

W.M.F.-165745-Rej.

Felix Carlson Dredging Co., Inc.,
Box 186,
Coos Bay, Oregon.

Gentlemen: Attention: H. G. Huntley

The statement outlined in your letter of April 2 to the effect that we found in 1949 that we could not cover the work you were doing at that time for the United States Coast Guard and the United States Engineers agrees with the information in our files.

We would like to point out, however, that our inability to extend protection at that time did not necessarily result from the fact that this work was being done by the Government. Actually it was because of our conclusion that the work at that time was being performed as an aid to navigation and, therefore, was not subject to State jurisdiction. In other words, it is not for, or by, whom the work is done, but the purpose of the construction which is controlling, and this would be true of the pile driving mentioned in the third paragraph of your letter.

We believe that the digging out booms at sawmills and the construction of dikes, if this material is not loaded on barges, is subject to State jurisdiction. If the derrick used to load lumber on barges is on a barge itself, as we assume it must be, this loading work, in our opinion, would be subject to the Federal Longshoremen's and Harbor Workers' Compensation Act. Crew members of tugs would not be subject to State jurisdiction, excepting for such onshore work as they may perform.

We trust that this explains to your satisfaction the questions which were presented in your letter, and if your rejection is recalled, it will only be that portion of your payroll which is subject to State jurisdiction that will be subject to contribution for the industrial accident fund.

If you are desirous of withdrawing your rejection, both of the enclosed notices should be completed and returned to us.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION.

Wm. M. Franzwa,
Assistant Commissioner.

WMF:HH
Encs.

c.c. Floyd Query, ✓
State Highway Dept.

DREDGING

PILE DRIVING

FELIX CARLSON DREDGING CO., INC.

TELEPHONE 5-2162

MAIL ADDRESS:
BOX 186
COOS BAY, OREGON

OFFICE AND MOORAGE:
HIGHWAY 101
BETWEEN COOS BAY AND NORTH BEND

April 2, 1952

REFERRED TO
BY SECRETARY

State Highway Department,
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary:

Gentlemen:-

This will acknowledge receipt of your letter dated 28th March, 1952, relating to the matter of workmens compensation in connection with contract for Coos Bay Bridge Fender Replacement Project.

We were not aware of the requirement providing for coverage under the State Industrial Accident Commission. Part of our work comes outside of the jurisdiction of the State and that is the reason for our rejection of the Act. The State cannot cover us on Government work, also work under the Longshoremens and Harbor Workers Act, as well as boat operators who are subject the the Federal Jones Act.

The past several years it has been difficult to place this coverage with private carriers,, and now to have to split the payrolls with the State may have a bad effect on our standing when it comes time for renewal of the policy, all of which may work to our disadvantage in the long run.

However, we are taking the matter up direct with the Accident Commission in order to work out some arrangement to extend coverage which will meet with your requirements, and you will be advised in the matter.

Yours very truly,

FELIX CARLSON DREDGING CO INC

BY
Secretary

RECEIVED
APR 3 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1952
FOR FILING

6-4216

[illegible]

April 23, 1952

Felix Carlson Dredging Co.,Inc.
P. O. Box 186
Coos Bay, Oregon

Gentlemen:

We enclose herewith, for your records and files, fully executed copy of contract No. 3652, which was awarded to you on March 13, 1952 by the State Highway Commission, for Coos Bay Bridge-Fender Pile Replacement on the Oregon Coast Highway in Coos County.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
APR 1 1952
FOR FILING

6-4-16

56 [illegible]

March 28, 1952

Felix Carlson Dredging Co., Inc.
P. O. Box 186
Coos Bay, Oregon

Gentlemen:

It has been called to our attention by the State Industrial Accident Commission that your Company has not withdrawn a rejection of the Workmen's Compensation Law made in 1950.

This letter is merely to remind you that in connection with the award of the Coos Bay Bridge fender pile replacement job on which bids were received March 13, that you are required by the terms of the contract to come under the provisions of the Workmen's Compensation Law. If you have not already taken steps to reinstate your firm, please do so as soon as possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
[illegible]
FOR FILING

6-4216

265

March 14, 1952

REGISTERED MAIL

Hillstrom Shipbuilding
Box 477
Coos Bay, Oregon

Gentlemen:

We are returning herewith your certified check No. 1244 in the amount of $2,500.00.

This check was submitted with your proposal for the Coos Bay Bridge fender pile replacement job in Coos County, received in Portland on March 13, 1952.

Contract No. 3652 with Felix Carlson Dredging Company, Inc., has now been fully executed as to bond; therefore, your deposit as second low bidder is being returned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
JAN [illegible] 1952
FOR FILING

[illegible]

[illegible]

January [illegible], 1952

Oregon State Highway Commission

Gentlemen:

The Bridge Superintendent at Coquille made a field examination last fall of all fender and pier protection piling at the Coos Bay Bridge crossing Coos Bay on [illegible]. This investigation indicated the piling, which was driven in [illegible], was in poor condition. Mr. [illegible], Assistant Bridge Engineer, then examined the piling, and his report confirms the original that the piling are in such condition that they should be replaced entirely this season. The latter report was received too late to be included in the [illegible] budget.

The maintenance of both the pier protection and fender dolphins, which display the navigation lights, is required by the U. S. Coast Guard under the construction permit issued by the U. S. Corps of Engineers, Department of the Army.

I respectfully request authority to advertise for bids for the replacement of all 174 piling, [illegible] feet in length, specifying a full cell pressure creosoted treatment at the estimated cost of $[illegible]. It will be necessary to finance the project, if approved, from the item of $117,000, shown in the special maintenance budget reserved for projects to be selected.

This item will be on the agenda for the next regular meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:er hi
cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. I. A. De France
Mr. C. H. Maison

FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1952

SUBJECT: Relative to pier protection and Dolphin Repairing at the Coos Bay Bridge M.P. 250.89.

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Mr. Krueger's inspection report of last September intimates that the pier protection and dolphins at the Coos Bay Bridge, Mile Post 250.89, were in need of repair and possible replacement. Mr. Krueger suggested that a complete inspection by boat at low tide was essential. A check with Mr. Stephenson discloses that he and Mr. Ash, inspector of the Coos Bay painting job last summer, inspected the bridge during painting operations and found that many dolphins have one or more piling missing and others so badly worn or eaten away that complete replacement is necessary.

At our request Mr. Stephenson looked up the original War Department permit and studied the possibility of eliminating some of the dolphins but after a careful study it was their consensus of opinion that the dolphins should be replaced in accordance with the original plan. It is estimated that 374 65' piling will be required and that the total cost would run between $67,000 and $70,000.

Due to the fact that this installation was being investigates separately from other budgeted items we failed to include it in our Special Maintenance budget. There is an item of $117,000 in the Special Maintenance budget reserved for projects to be selected. Inasmuch as these dolphins are in bad condition and carry navigation lights we recommend that the project be authorized to be performed by contract as a Special Maintenance project. We attach hereto a copy of Mr. Krueger's letter of September 18, 1951 relative to the above.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
Encl.
cc-

NOTED
W. W. STIFFLER

C
O
P.

Coquille, Oregon
September 18, 1951

Coos Bay Bridge

Mr. K. D. Lytle
Division Engineer
Oregon State Highway Department Attn: Mr. Tom Edwards
Roseburg, Oregon

Dear Sir:

The pier protection and dolphins at the Coos Bay Bridge MP 250.89 - 251.44 are in need of repair. The 3 NE dolphins, pier protection, are knocked out. One dolphin adjacent to these three pier protection dolphins carries a navigation light and is in bad condition. If it should go out it could short out the power cable and put all navigation lights out of order. There are many other dolphins that have piling broken, worn, and eaten away.

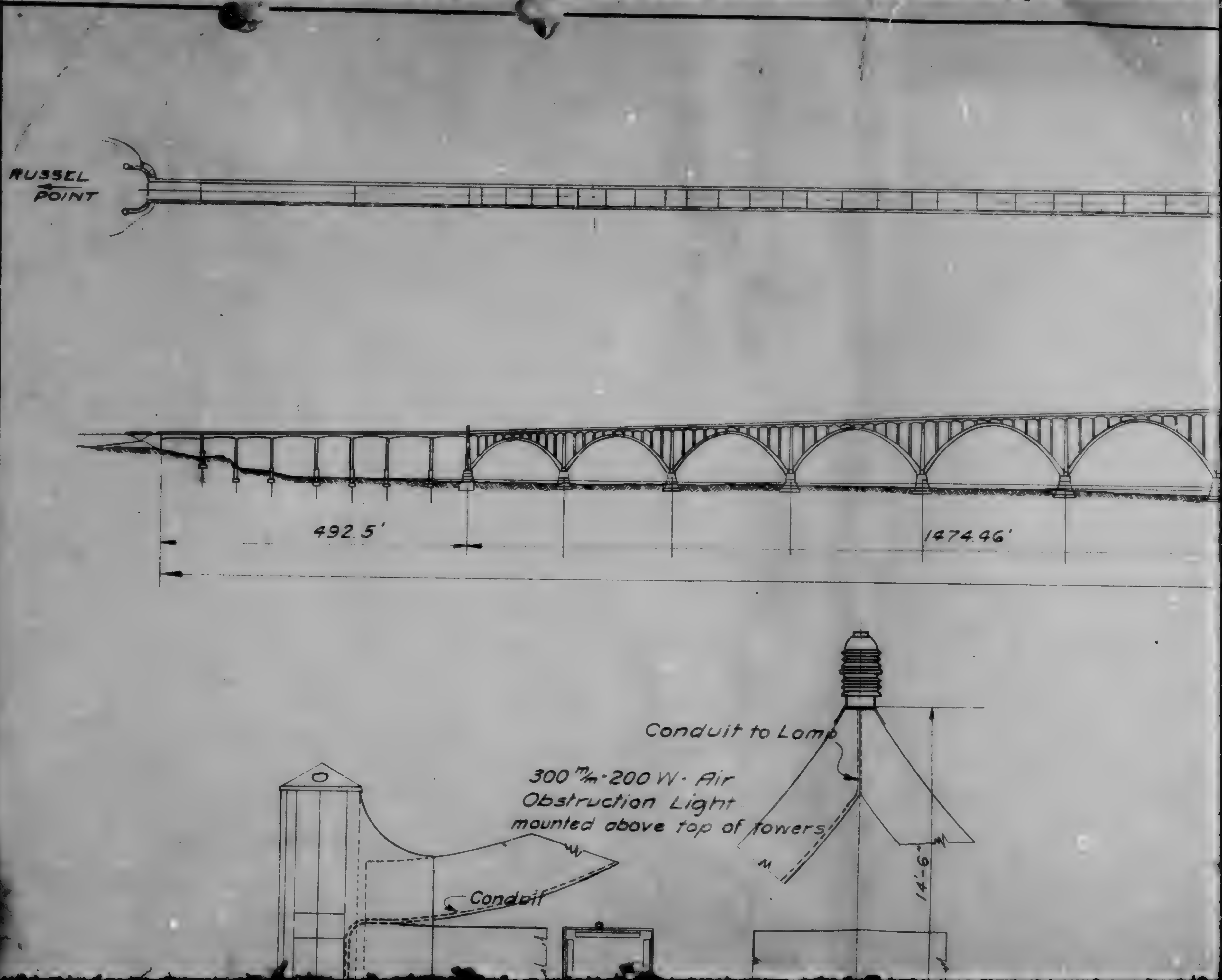
I recommend that the entire pier protection be replaced, including the dolphins that were replaced last with untreated piling. Replacement should be with creosoted piling. If it is not possible to replace the entire pier protection in the near future it is very important that at least the one worn dolphin carrying the navigation light be replaced as soon as possible to avoid further damage that would affect the power line.

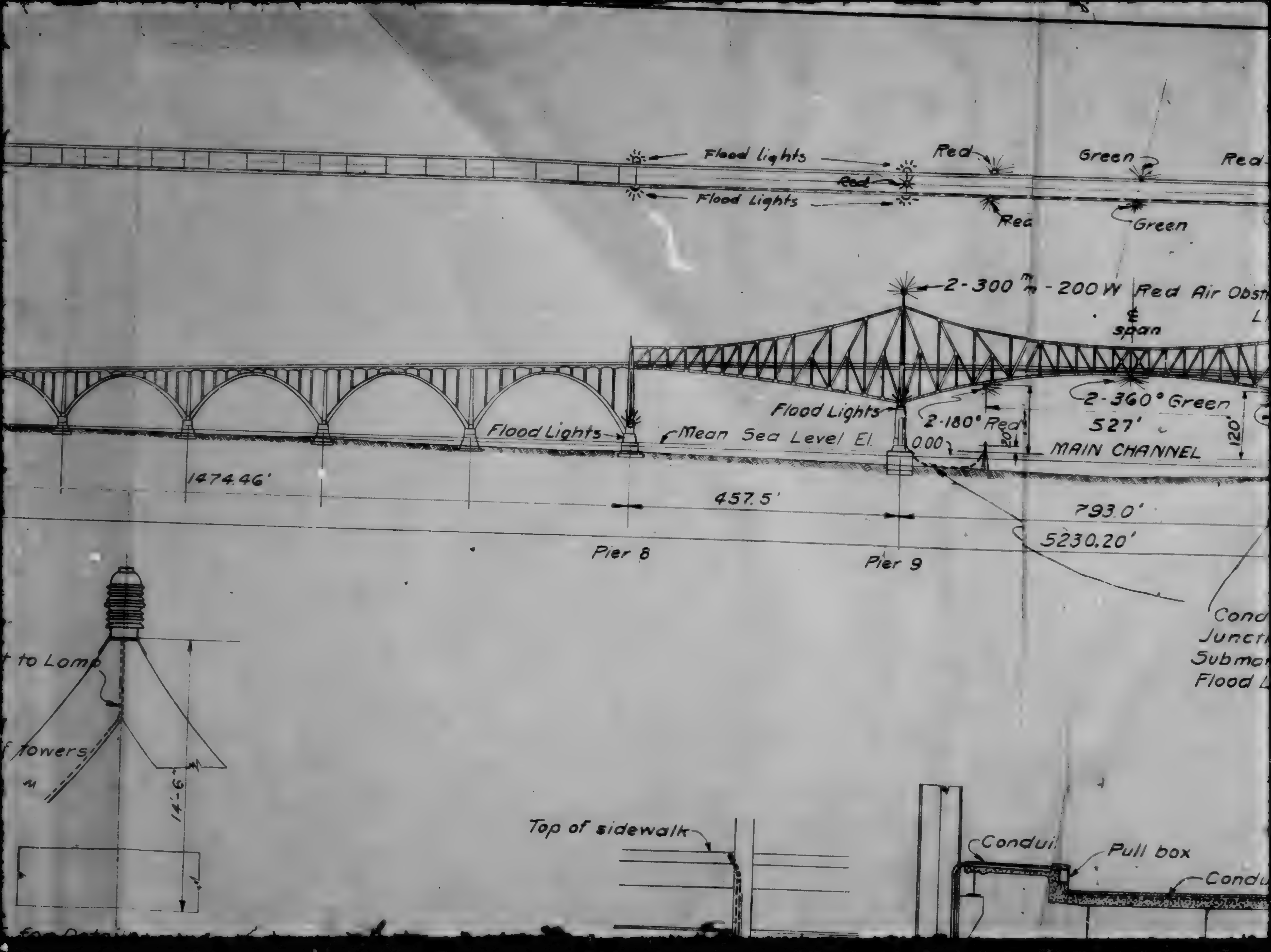
Very truly yours,

WGK/aw

W. G. Krueger
Bridge Superintendent

49
49
65
163
326
48
374


RUSSEL POINT
492.5'
1474.46'
Conduit to Lamp
300 m/m - 200 W - Air Obstruction Light mounted above top of towers
14'-6"
Conduit


Flood lights
Flood Lights
Red
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2-300 m/m - 200 W Red Air Obst
L
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Flood Lights
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2-180° Red
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2-360° Green
527'
MAIN CHANNEL
120'
1474.46'
457.5'
793.0'
5230.20'
Pier 8
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t to Lamp
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Top of sidewalk
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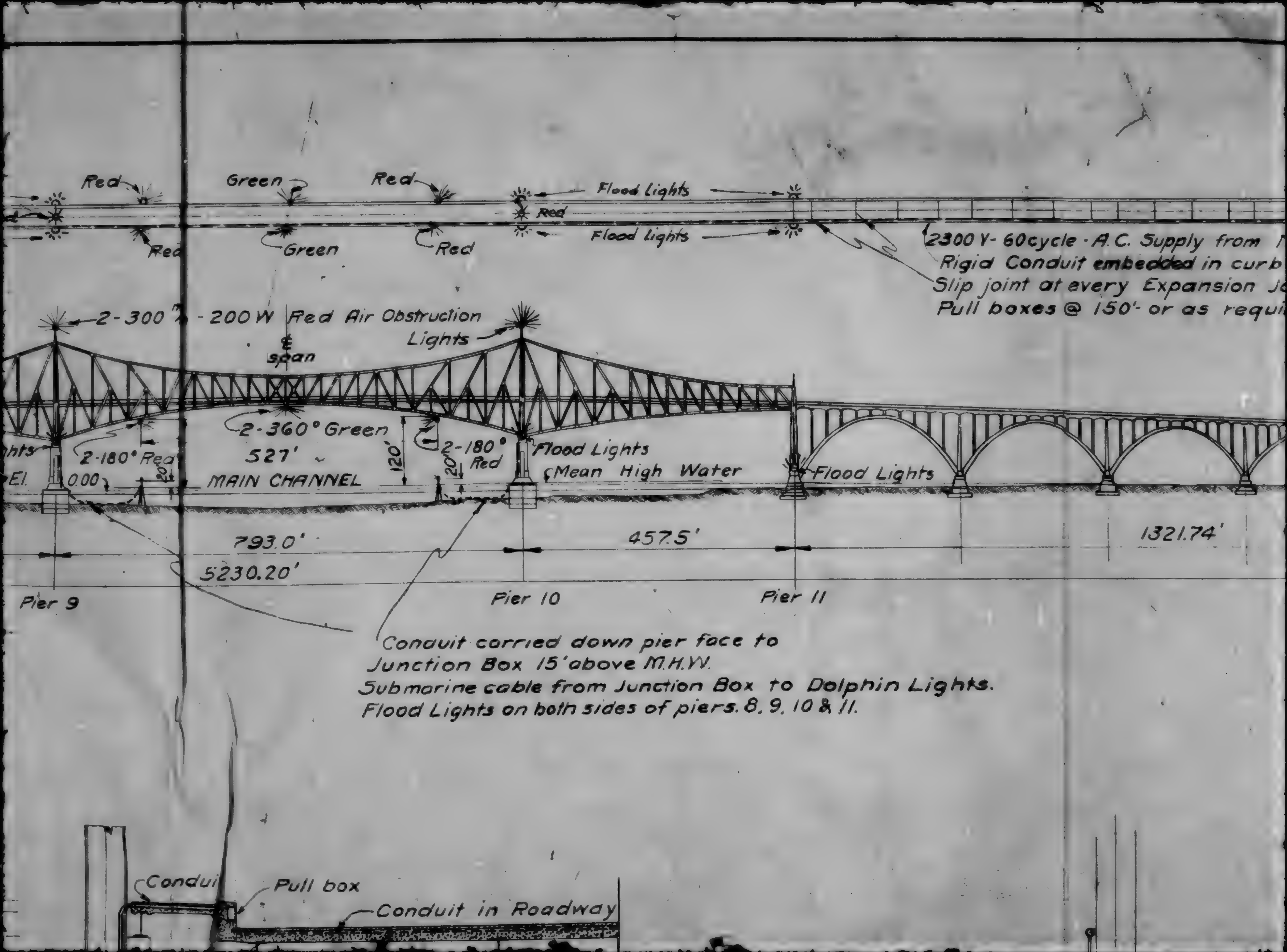
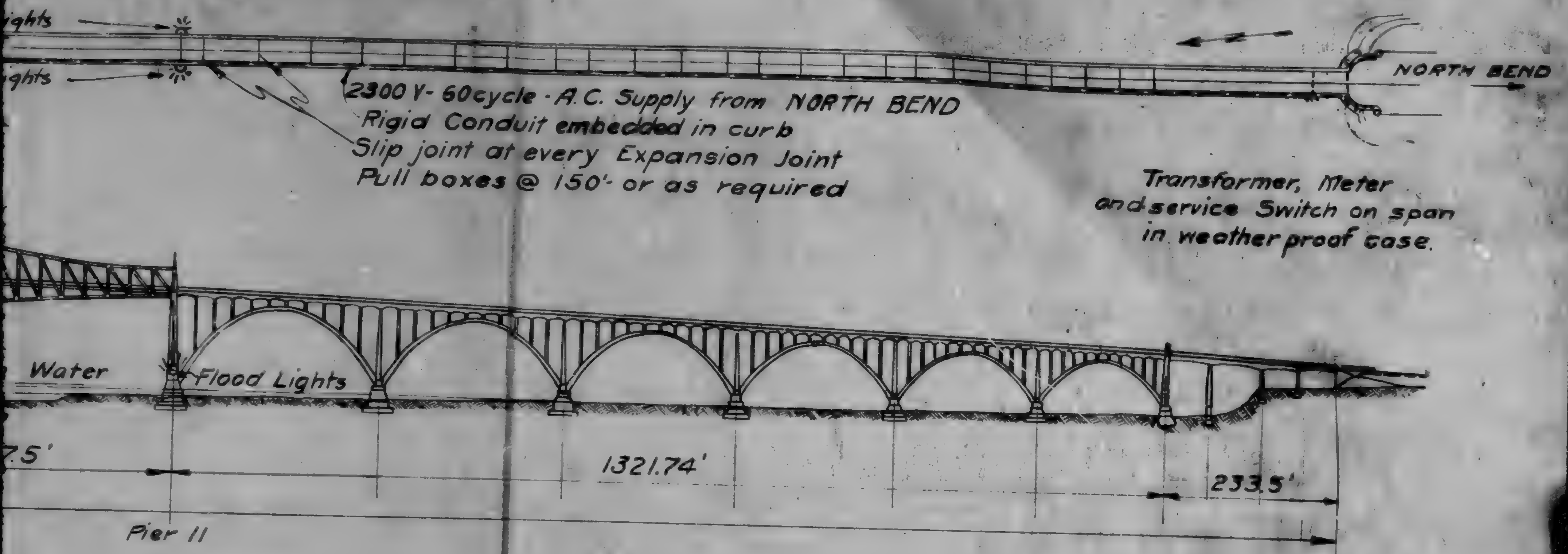
For Details

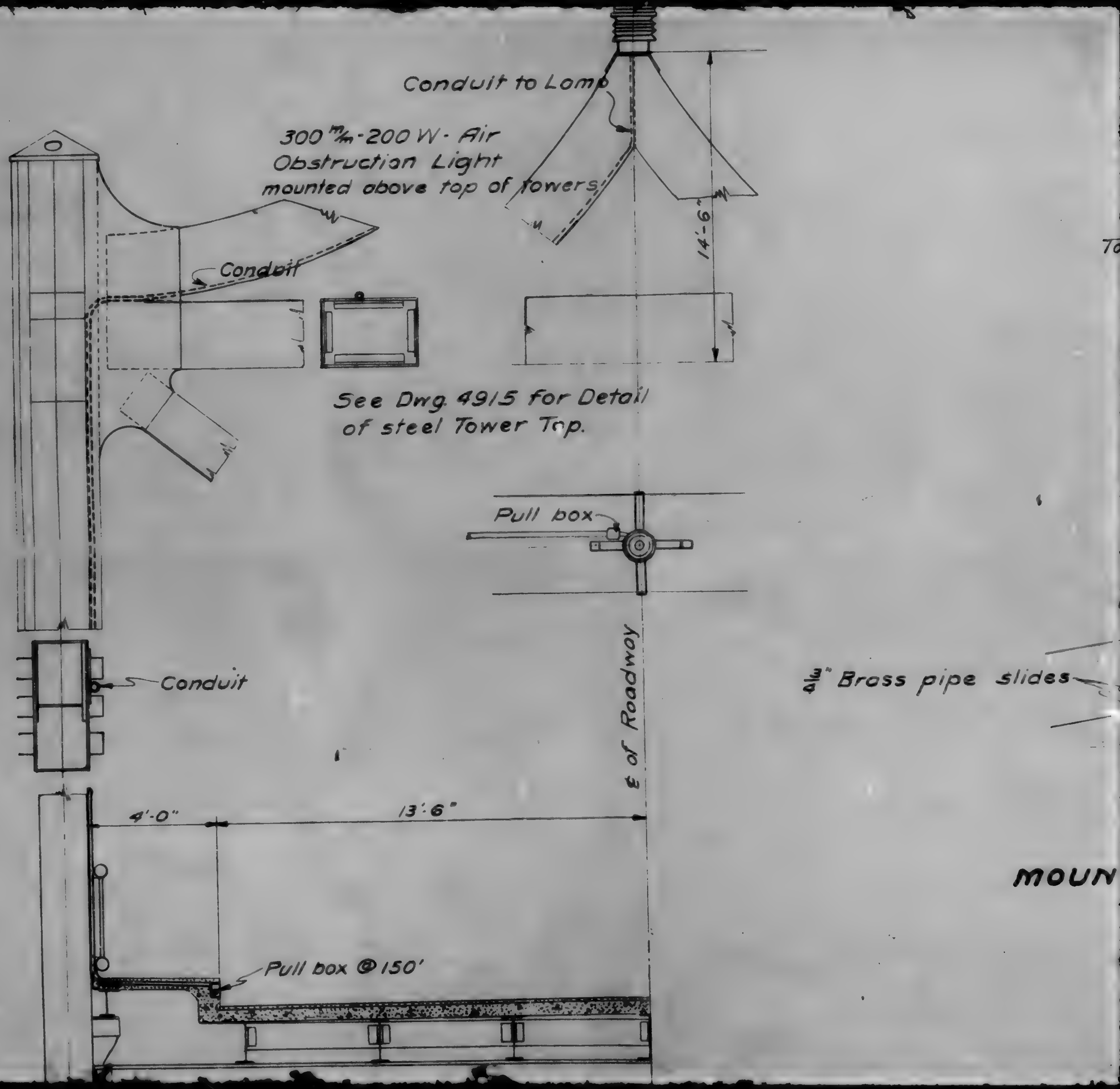


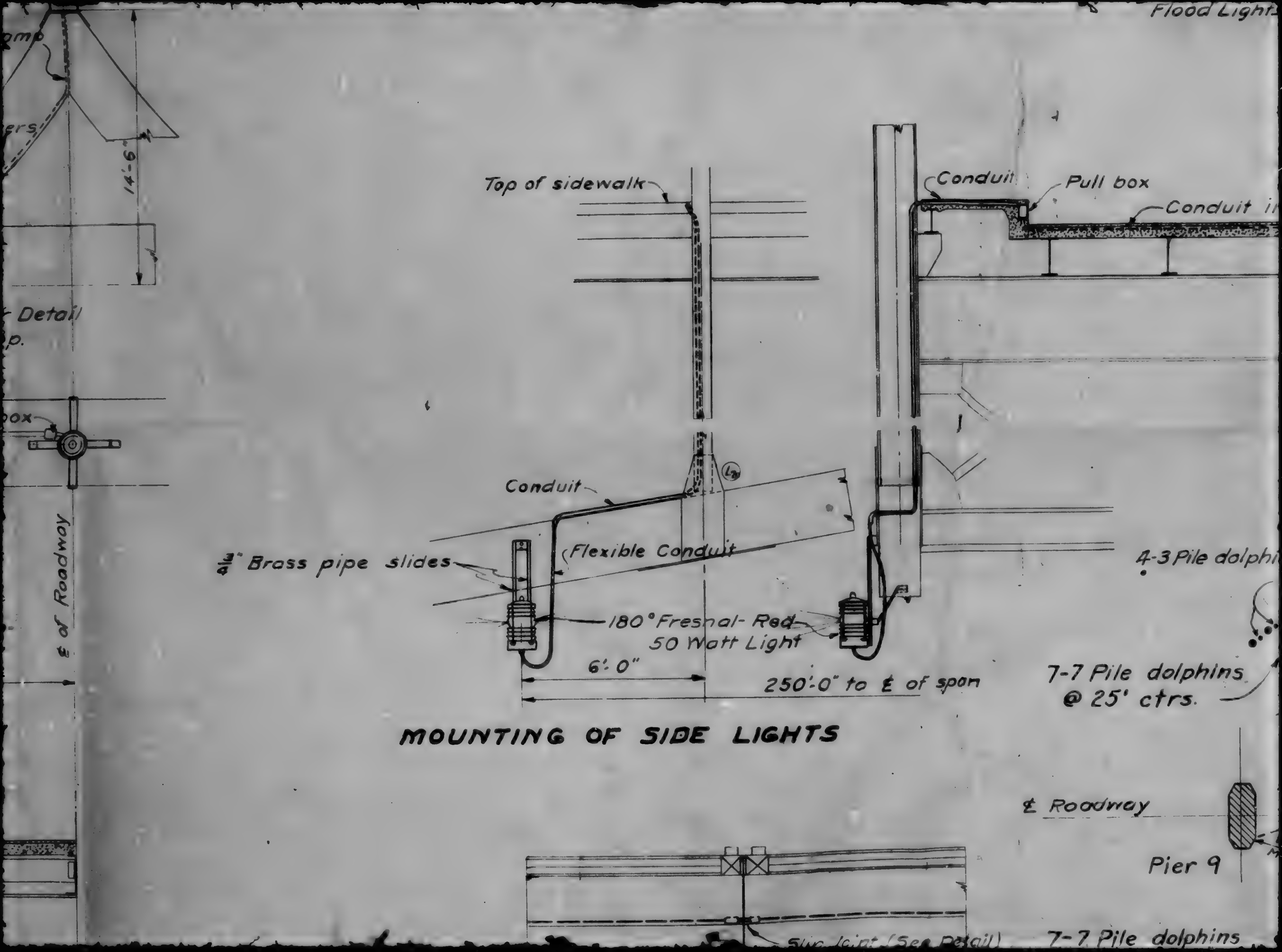
2300 Y - 60 cycle - A.C. Supply from
Rigid Conduit embedded in curb
Slip joint at every Expansion J
Pull boxes @ 150' or as requi

Conduit carried down pier face to
Junction Box 15' above M.H.W.
Submarine cable from Junction Box to Dolphin Lights.
Flood Lights on both sides of piers. 8, 9, 10 & 11.

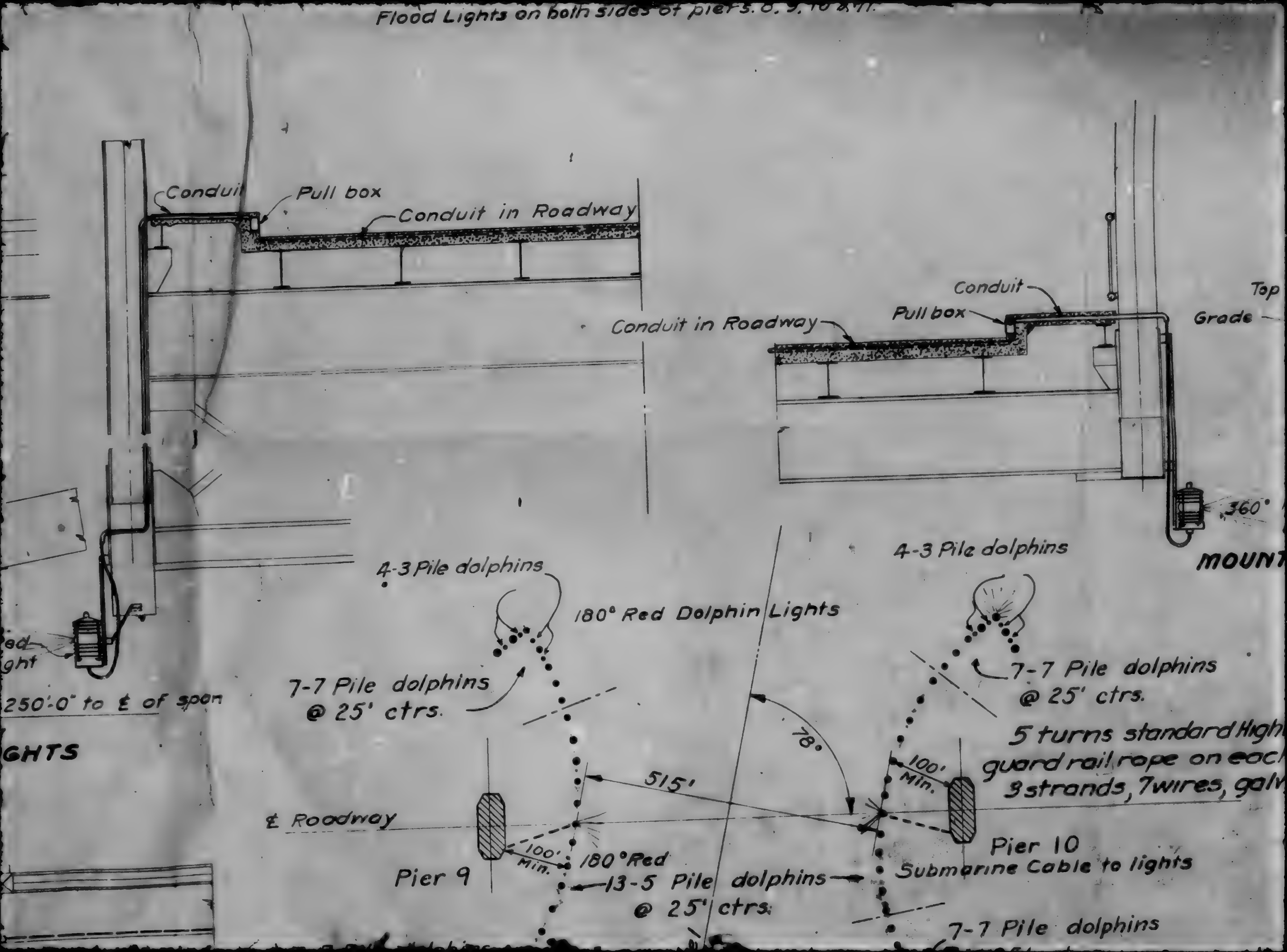

ights
ights
2300 V - 60 cycle - A.C. Supply from NORTH BEND
Rigid Conduit embedded in curb
Slip joint at every Expansion Joint
Pull boxes @ 150' or as required
NORTH BEND
Transformer, Meter and service Switch on span in weather proof case.
Water
Flood Lights
7.5'
1321.74'
233.5'
Pier 11

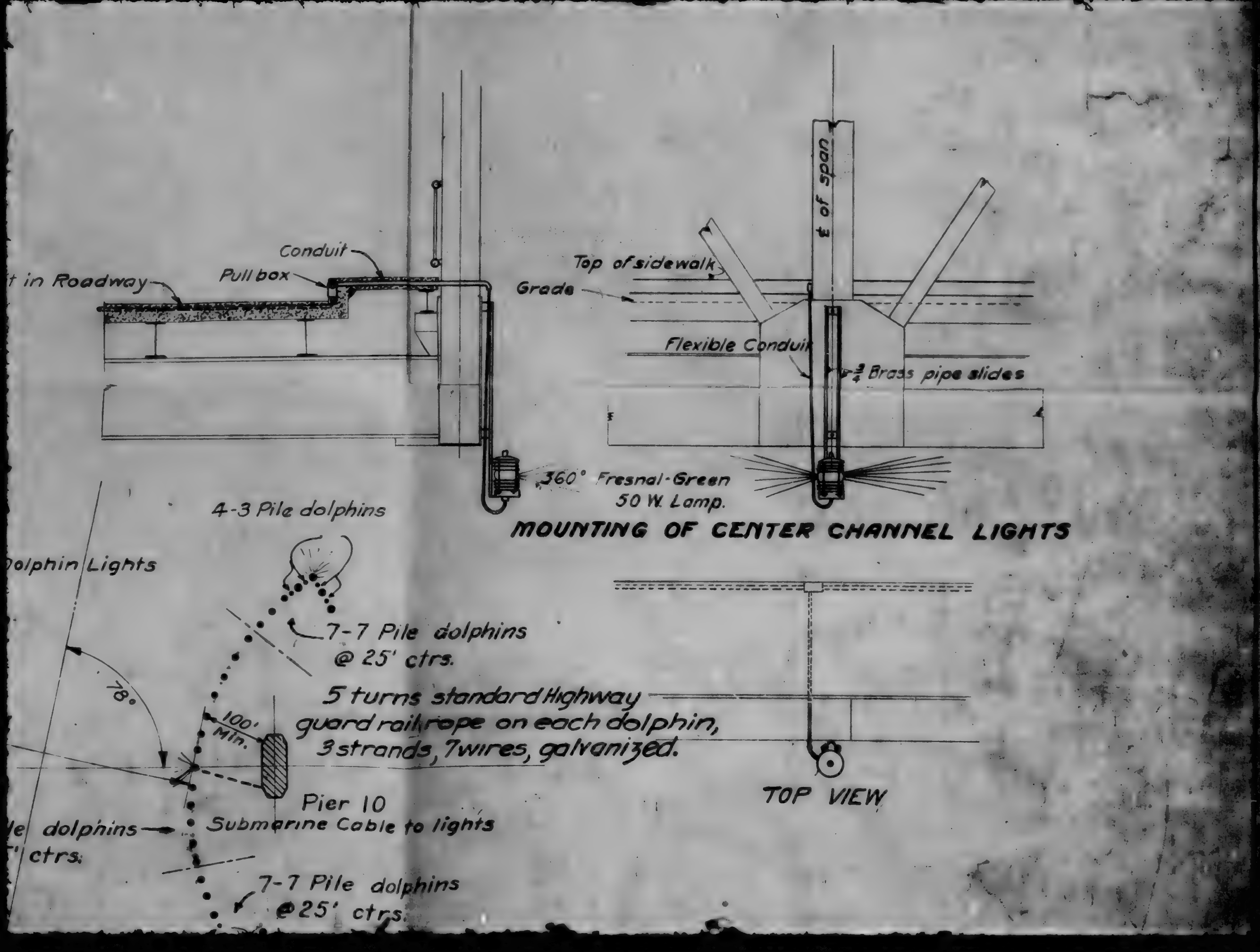
er face to
H.W.
tion Box to Dolphin Lights.
piers. 8, 9, 10 & 11.


Conduit to Lamp
300 m/m-200 W- Air
Obstruction Light
mounted above top of towers
14'-6"
Condvit
See Dwg. 4915 for Detail
of steel Tower Top.
Pull box
Conduit
℄ of Roadway
4½" Brass pipe slides
4'-0"
13'-6"
MOUN
Pull box @ 150'
To



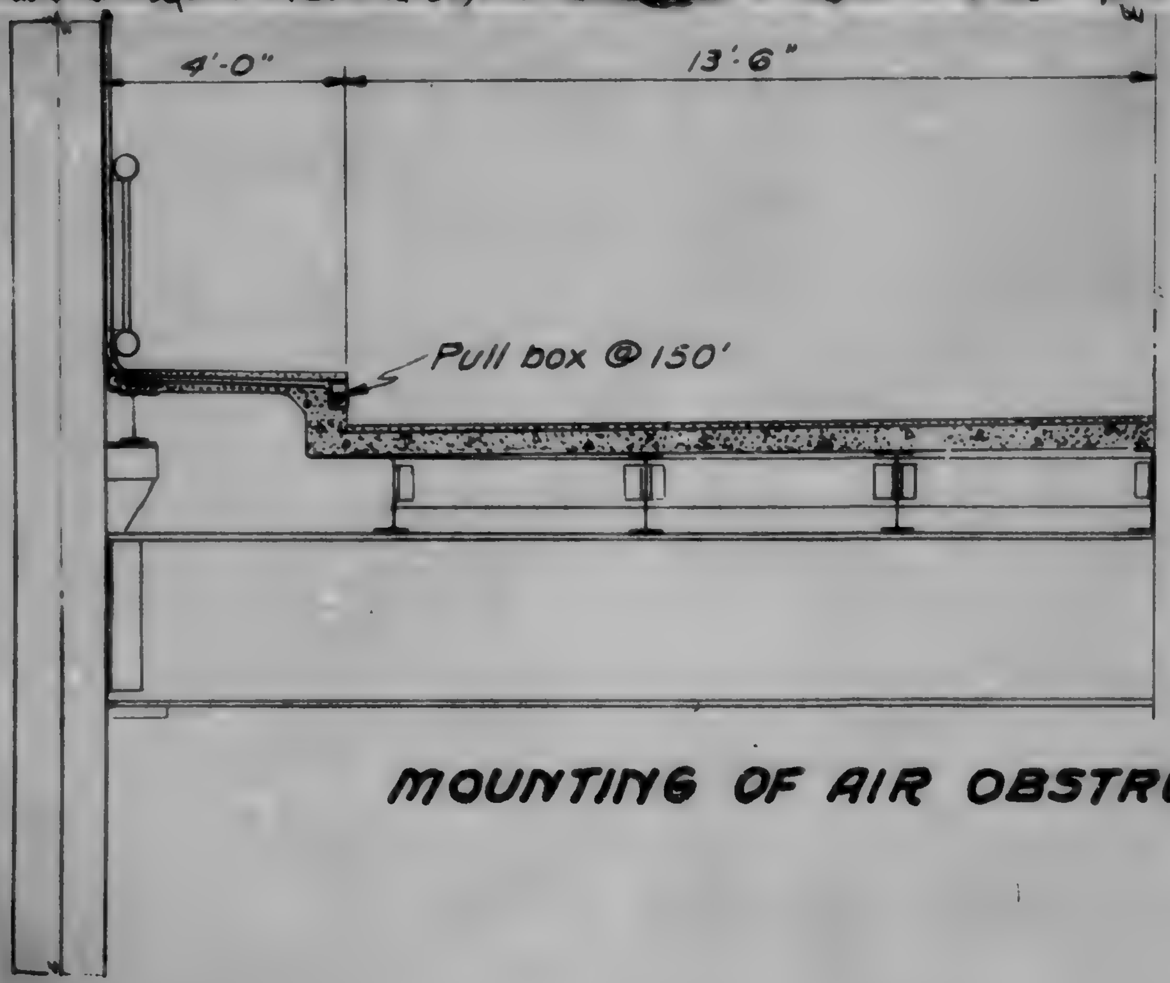
MOUNTING OF SIDE LIGHTS


Flood Lights on both sides of piers 8, 9, 10 & 11.
Conduit
Pull box
Conduit in Roadway
Conduit
Pull box
Conduit in Roadway
Top
Grade
360°
MOUNT
ed
ght
250'-0" to ℄ of span
GHTS
4-3 Pile dolphins
180° Red Dolphin Lights
7-7 Pile dolphins
@ 25' ctrs.
4-3 Pile dolphins
7-7 Pile dolphins
@ 25' ctrs.
5 turns standard High
guard rail rope on each
3 strands, 7 wires, galv
78°
515'
100' Min.
100' Min.
℄ Roadway
180° Red
Pier 9
13-5 Pile dolphins
@ 25' ctrs.
Pier 10
Submarine Cable to lights
7-7 Pile dolphins

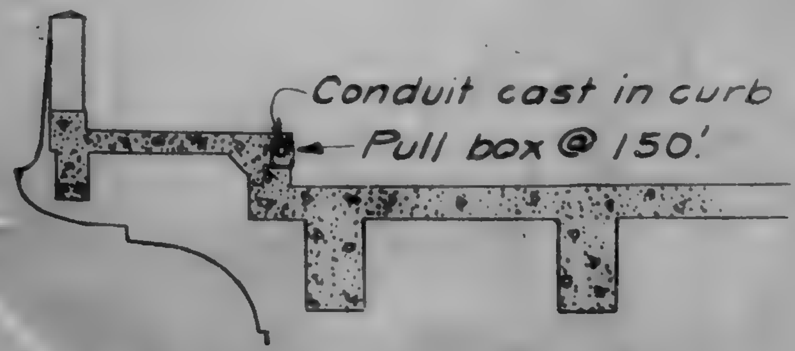


MOUNTING OF CENTER CHANNEL LIGHTS

TOP VIEW



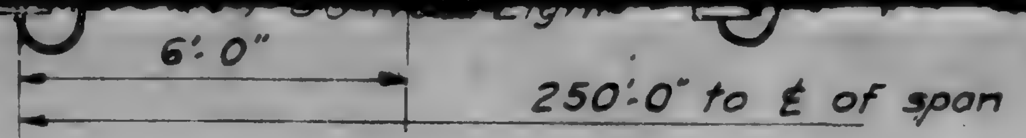
MOUNTING OF AIR OBSTRUCTION LIGHTS



CONDUIT ON CONCRETE ARCH

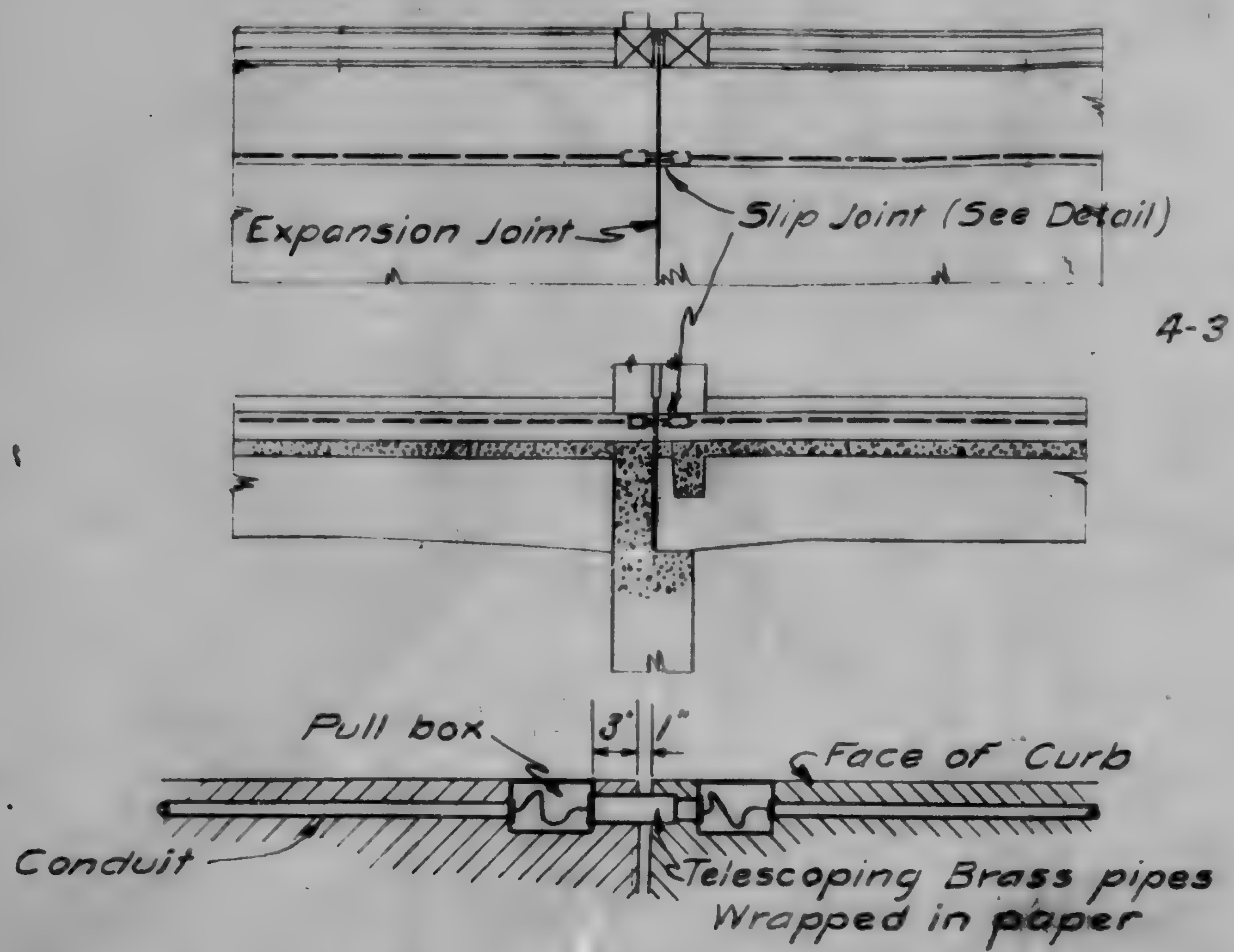
MOUN

Conc



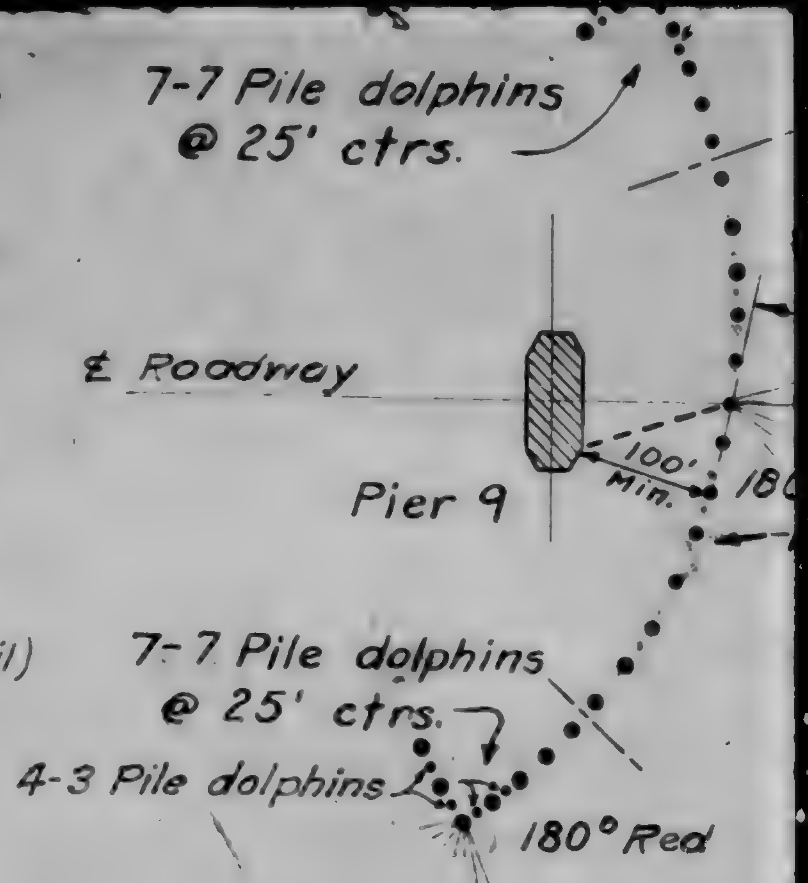
MOUNTING OF SIDE LIGHTS

UCTION LIGHTS



DETAIL OF SLIP JOINT

At each Expansion Joint



Note:

Fenders to be

clearance from co

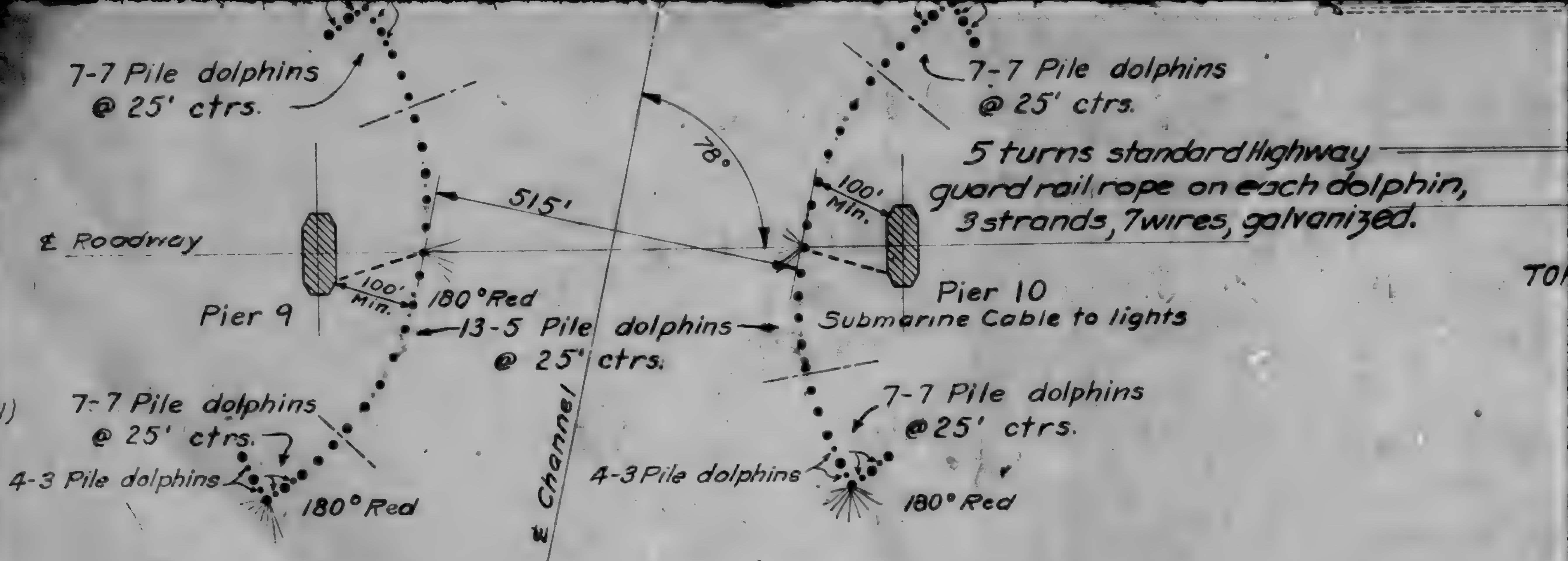
All dolphins to

with 5 turns of

Top elevation o

Pile penetration

Navigation ligh



ail)

b

pipes
er

Note:

Fenders to be located so that min. horiz. clearance from corner of pier shall be 100' as shown.

All dolphins to be of treated piling @ 25 ctrs. wrapped with 5 turns of $\frac{3}{4}$" steel cable well stapled.

Top elevation of piling 20' above M.H.W.

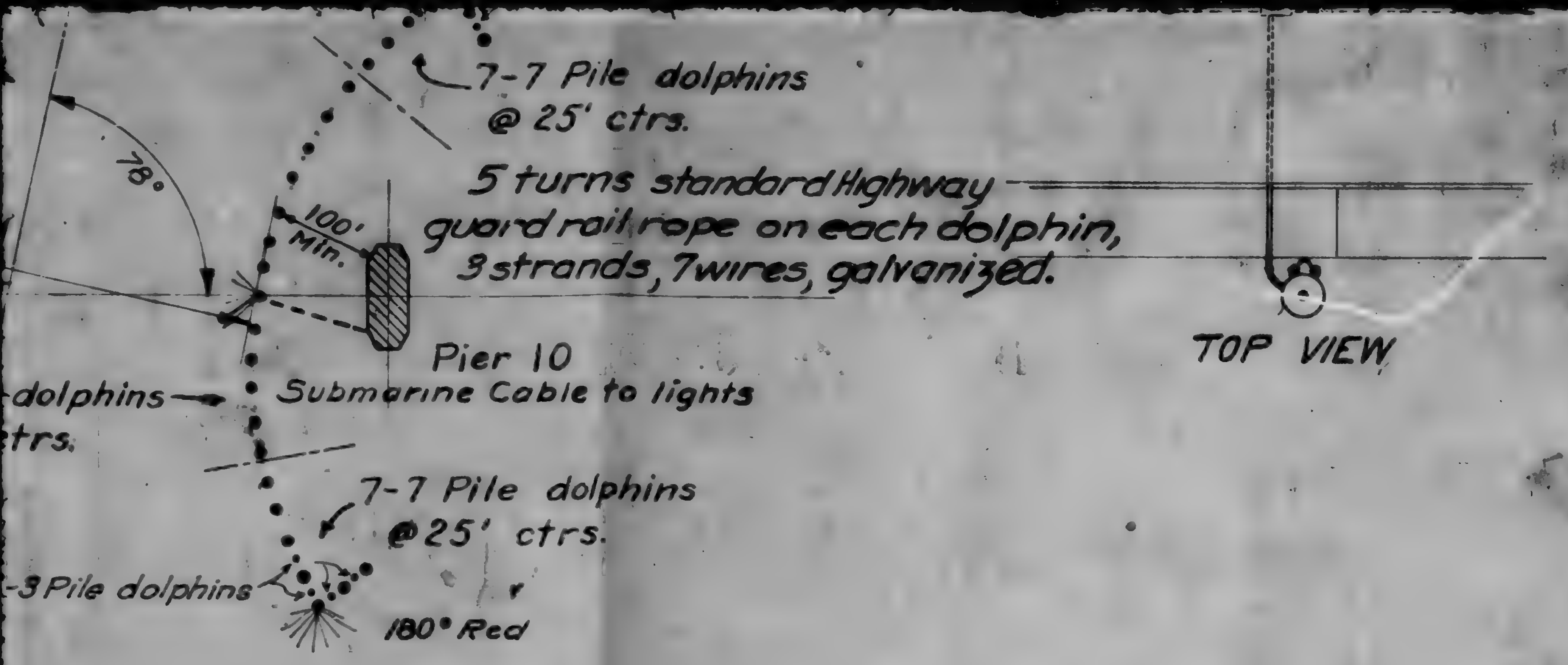
Pile penetration in sand at least 20'.

Navigation lights on end and center dolphins.

Approved:

Bridge Engineer

STATE
COOS
AIR & NA
SCALE AS NOTED
DR
OCT. 21 1933.



so that min. horiz.
pier shall be 100' as shown.
ated piling @ 25 ctrs. wrapped
able well stapled.
20' above M.H.W.
at least 20'.
and center dolphins.

Approved:

Bridge Engineer

OREGON
STATE HIGHWAY COMMISSION
COOS BAY BRIDGE
AIR & NAVIGATION LIGHTS

SCALE AS NOTED
OCT. 21, 1933.
DRAWN BY J.A.W.
CHECKED BY
TRACED BY C.H.
BRIDGE NO. 18

B-3405

Port Orford Maintenance Building. 1952

#3653

F-3405

3653

December 11, 1952

Mr. H. O. Hirts
Box 2000, Highway 199
Grants Pass, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 49 days, from July 31 to and including September 18, 1952, within which to complete your contract No.3653 for constructing maintenance building at Port Orford in Curry County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project withit the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

R. H. Ash,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
DEC
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 12, 1952

(CONTRACT NO.) 8-3405	(EST. NO.)	(CONTRACTOR)	
3653	6 Final	H. G. Wirtz	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20811	R53463	$1,832.40	Nov. 12, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: to Sep. 18, 1952

Completion Date: Sep. 18, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-3-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: 3
a a Wicklander

RECEIVED
NOV 6 1952
FOR FILING

October 30, 1952

Request for extension of time
No. 1
November 24-25 meeting.

State Highway Commission

Gentlemen:

Re: Port Orford Maintenance Building
Contract No. 3[illegible]53
H. C. Wirtz, Contractor

We are in receipt of a request from H. C. Wirtz, contractor for the highway maintenance building at Port Orford, for an extension of time from July 31 to and including September 1[illegible], 1952.

The contractor had considerable difficulty in obtaining some of the plumbing required in the building and also in getting delivery of the roofing material. When he could get material, the contractor pushed the job as well as could be expected. It is recommended that the extension be granted to the contractor without penalty.

This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
OCT [illegible] 1952
FOR FILING

October 10, 1952

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Gentlemen:

State Highway Contract No. 3653 for construction of a maintenance building in Port Orford, Curry County, was completed by the contractor, H. G. Wirtz, on September 18, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,832.40 will be released to the contractor after acceptance by the Commission. The total contract amount is $12,615.90 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Harold A. Johnson Agency
200 South 6th Street
Grants Pass, Oregon

RECEIVED
APR [illegible] 1952
FOR FILING

April 23, 1952

Mr. H. G. Wirtz
Box 2000, Highway 199
Grants Pass, Oregon

Dear Sir:

We enclose herewith, for your records and files, fully executed copy of contract No. 3653, which was awarded to you on March 13, 1952 by the State Highway Commission, covering Port Orford Maintenance Building.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
MAR 18 1952
FOR FILING

F-3405

[illegible]

March 17, 1952

Mr. H. G. Wirtz
2000 Highway 199
Grants Pass, Oregon

Dear Mr. Wirtz:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3653 for the Port Orford Maintenance Building Project at Port Orford in Curry County. This award was based on your low bid of $12,660.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

RECEIVED

FOR FILING

[illegible]

[illegible]

C
O
P
Y

Salem, Oregon
December 11, 1951

Mr. I. A. De France

The estimated cost of the building sites selected for constructing an equipment storage headquarters building at ~~Jun~~ maint Bldg. & Site tura and Port Orford is in excess of $1,000 each.

When options are obtained and referred to the Highway Commission, it will be necessary that we make a recommendation for or against the purchase.

Please give me some reasons for your recommendation, at the above prices, for including the availability of water and the various utility services necessary for the complete installation.

W. H. Stiffler

WHS:er

VED
FOR FILING
FORM E-30X 25M 11-50 44702

[illegible]
[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1952

SUBJECT:
Maintenance Station Site at
Port Orford

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

The Right of Way Department advise that they have taken an option for the proposed maintenance station site at Port Orford entailing a purchase price of $1500. Although this may appear high, we wish to point out that there are 3.05 acres of ground involved, all of which lies practically level so that there will be no more than nominal expense for clearing, grading and leveling.

The property lies adjacent to a surfaced city street which provides easy access to the Highway approximately 800 feet distant. We will be located sufficiently far away from the Highway to preclude the possibility of our development and use of the property becoming objectionable or unsitely. A power line runs in front of the property and a 6" city water main lies across the street so that ready access is possible to these two facilities.

The area involved will provide not only sufficient ground for a maintenance station but sufficient ground for rock and oil stockpiles and possibly a paving plant setup. We recommend that the site be purchased.

Very truly yours,

IAD

I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
cc-

IVED
FOR FILING

FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1952

SUBJECT: New Maintenance Station Building at Port Orford

To:

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

There is an item in the 1952 Maintenance Station Improvement Budget covering the construction of a standard maintenance station at Port Orford. We attach hereto a vicinity map showing the property on which we propose to construct this building.

It is planned to build a standard block maintenance building 28'x65' consisting of a standard shop unit with three storage bays with uplift doors and metal roof. The contractor should install standard plumbing including a septic tank and disposal area and hook up to city water which is located across the street as shown on the sketch map. A power line is in the street immediately in front of the property and the contractor should wire the building and hook up to the power line. The lot is level and there will be no grading other than foundation excavation which the contractor should perform.

State forces will perform such other developments of the property as are necessary including fencing, surfacing, oiling, construction of service station etc. The maintenance forces can furnish and place such surfacing backfill as is required for the building.

The budget item for this project is $16,000 and we estimate roughly, that the cost will be as follows:

Contract construction of building 28'x65'	
1820 Square feet at $5.50	$10,010
12½% for engineering and contingencies	1,250
Total	$11,260
State Force work to consist of:	
Fencing	400
Grade, drain and construct road approach	300
Surfacing	1200
Oiling	900
Gasoline pumps and tanks	600
Gas pump island and canopy	600
Total	$4000
Total Contract and State Force work	$15,260

file

NOTED
W. W. STIFFLER

Jan Agenda

This property is now being purchased and we believe the option will be approved by the Highway Commission at their January meeting so that bids may be called for the next meeting of the Highway Commission.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
cc- W. W. Stiffler

[illegible]EIVED
FOR FILING
FORM E-30 25M 9-51 52315

8-3405

#3653

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1951

SUBJECT: Proposed Maintenance Station
at Port Orford.

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith Original Authorization for Negotiation, Statement of Information, Right of Way Maintenance site description and sketch map showing the parcel of ground proposed to be purchased in Port Orford for Maintenance Station. This project is included in our 1952 Maintenance Station Improvement Budget and we recommend the Right of Way Department be authorized to proceed with the purchase of the proposed site at their earliest convenience.

Very truly yours,

IA DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
Encls.

To H.G. Smith
12-24-51

NOTED
W. W. STIFFLER
file
[illegible]

9-1602 1952

Bend Traffic Signals.

#3654

RECEIVED
AUG 2. 1952
FOR FILING

1-16

3659

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3654	2-final	Mill Electric Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14753	R-46906	$ 2,086.30	8/15/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: July 24, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-22-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG [illegible]

RECEIVED
AUG 19 1952
FOR FILING

3654

August 15, 1952

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Surety Department

Gentlemen:

State Highway Contract No. 3654 for traffic signals at the intersection of Wall Street and Franklin Avenue in Bend, Deschutes County, was completed by the contractor, Hill Electric Company, on July 24, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,086.30 will be released to the contractor on or after acceptance by the Commission. The total contract amount is $2,692.00 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

NOTED ON CARD

August 15, 1952

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention: K. M. Mace, Asst. Mgr.

Gentlemen:

We have your letter regarding our letter of August 4th concerning State Highway Contract No. 3654, awarded to Mill Electric Company. We regret that the letter was addressed to the wrong surety which should have been General Casualty Company of America.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Huggins Insurance Agency
373 North Church Street
Salem, Oregon

H. T. HANSEN, Pres.
I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

August 14, 1952

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

RE: Mill Electric Company - State Highway Contract #3654.

Gentlemen:

A copy of your letter of August 4th, to the Seaboard Surety Company, with reference to this contract has found its way to this office.

The Home Office has been unable to find any record of this bond have therefore asked us to ascertain from you whether or not the Seaboard Surety Company is the surety on the bond for this contract and, if so, who executed the bond as Attorney-in-Fact.

Please let us have your prompt advices.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

H. M. Mace

H. M. Mace, Asst. Mgr.
Surety Bond Department

HMM:zlc

[illegible]
SECRETARY
[illegible]

RECEIVED
AUG 15 1952
OREGON
STATE HIGHWAY COMMISSION

August 4, 1952

Seaboard Surety Company
75 Maiden Lane
New York 7, New York

Gentlemen:

State Highway Contract No. 3654 for traffic signals at the intersection of Wall Street and Franklin Avenue in Bend, Deschutes County, was completed by the contractor, Mill Electric Company, on July 24, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,086.30 will be released to the contractor on or after acceptance by the Commission. The total contract amount is $2,692.00 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Huggins Insurance Agency
373 North Church Street
Salem, Oregon

RECEIVED
[illegible]
FOR FILING

April 23, 1952

Mill Electric Co.
236 State Street
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on March 13, 1952, as follows:

Contract No. 3651, covering Coos Bay Traffic Signals on the Central Ave.-Johnson Ave. Section, Coos County.

Contract No. 3654, covering Bend Traffic Signals on Wall St. at Franklin Ave., Deschutes County.

Executed copies of the above contracts are also being mailed to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAR 1[illegible] 1952
FOR FILING

1-1632

3654'

March 17, 1952

Mill Electric Co. &
Walton-Brown Electric Co.
236 State Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3654 for the Bend Traffic Signal Project on The Dalles-California Highwy. in Bend, Deschutes County. This award was based on your low bid of $2,692.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.
cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

RECEIVED
MAR 11 1952
FOR FILING

March 12, 1952

Mr. W. O. Cuthbertson, City Manager
City Hall
Bend, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State Highway Commission and the City of Bend covering the proposed traffic signal installation at the intersection of Wall Street and Franklin Avenue in the City of Bend.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

cc - Mr. W. T. Thompson, City Recorder
City of Bend
Bend, Oregon

RECEIVED
MAR 1[illegible] 1952
FOR FILING

FORM E-30 25M 3-51 47190

9 16 32

3654

3204

MISC. CONTRACTS and AGREEMENTS No. 1365

AGENDA
MAR 1 3 1952

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1952

SUBJECT: Agreement #3204

Bend

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer
For Comm execution.

Herewith three copies of an agreement covering the proposed traffic signal installation at the intersection of Wall Street and Franklin Avenue in the City of Bend. Two copies of this agreement have been signed by the proper city officials and are now ready for presentation to the Commission.

A check in the amount of $1,750 has been received from the city as its share in the estimated cost and has been transferred to Mr. Glaisyer.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

NOTED
W. C. WILLIAMS

[illegible]
Dec. 20, 1951, page 36 of the minutes

Map

A

VED
2 6 1952
FOR FILING
FORM E-30 25M 3-51 47196

File ✓

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

7 11-52
-854

Bend

Salem, Oregon
February 26, 1952

SUBJECT:

To:

Mr. H. B. Glaisyer
OFFICE

Herewith from the City of Bend, certified check #1942 in the amount of $1,750, representing the city's advance deposit on its share in the estimated cost of the proposed traffic signal installation at the intersection of Wall Street and Franklin Boulevard in the City of Bend.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. C. H. Maison

REFERRED TO
BY SECRETARY

NOTED
F. QUERY

check to Acc Div
adv. fund
2/27/52

ASSIGNMENT

No. 32
By wcw

ry 20, 1952

scription: Mr. Crandall's letter of February 19 and six copies of agreement with City of Bend in connection with proposed traffic signal installation at Wall Street and Franklin Avenue

Acknowledged by _____ Referred to ___Cattrall ✓______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 2-27-52 Report received ________

Remarks: For City execution.
WCW

MISC. CONTRACTS and
AGREEMENTS No. 1365

FORM E-30 25M 6-51 40715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 19, 1952
Salem, Oregon

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Wall Street & Franklin Avenue
Bend

To: Mr. W. C. Williams

PLEASE RETURN TO
W. C. WILLIAMS

I am returning herewith the State-City agreements for the proposed traffic signal installation at the intersection of Wall Street and Franklin Avenue in Bend. These agreements have been checked and found correct and may be turned over to Cattrall for processing with the city.

F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ:sb:sc

Attachment

EIVED

CITY OF BEND

RICHARD BRANDIS
GORDON RANDALL
W. M. LOY, SR.

CITY COMMISSION
W. T. WELCOME, MAYOR
W. O. CUTHBERTSON, MANAGER

E. L. NIELSEN
T. D. SEXTON
FRANCIS G. GATES

9-1602

3654

January 4, 1952

NOTED
H. B. GLAISYER

Mr. H. B. Glazier, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glazier:

The City Commission in regular session last evening voted to authorize the installation of a three-phase signal at the corner of Wall and Franklin Streets with the conditions which you cited in your letter.

Sincerely yours,

W. O. Cuthbertson
W. O. Cuthbertson,
City Manager

WOC:dr

COPIES TO ~~COMMISSIONERS~~
R. H. Baldock
H. D. Crandall

RECEIVED
JAN 1952
FOR FILING

9 16 2

3654

Bend

12-20-51
[illegible]

December 27, 1951

Common Council
City of Bend
Bend, Oregon

Gentlemen:

Some time ago members of your City Council consulted with Mr. F. B. Crandall, Traffic Engineer of the State Highway Department, concerning traffic problems, particularly the situation that obtains at the intersection at Franklin and Wall Streets.

Investigation of the conditions subsequently was made by the Traffic Engineering Department to determine the need for signalization of this intersection. The results thereof were reported to the Highway Commission at its meeting last week, and I am pleased to inform you that the Commission authorized the installation of a three-phase signal at an estimated cost of $3,500, on the condition that the city will pay 50% of the cost of the installation, will maintain the signal after it is installed, and will furnish electrical energy to operate it.

Will you please advise whether or not the city is willing to join with the State Highway Commission in the installation on such basis. If your reaction is favorable, a form of agreement will be prepared and submitted to the city for acceptance.

Answer read 1/7/52
installation approved by city

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: F. B. Crandall

RECEIVED

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 23, 1951

NOTED
W. C. WILLIAMS

Oregon State Highway Commission

Bend

Gentlemen:

The City of Bend has requested that a traffic signal be installed at the intersection of Wall Street and Franklin Avenue in Bend. US97 is routed over these two streets, making a right-angle turn at their intersection. Of the two opposing streets, one is a city street and the other is the route of the Century Drive Secondary Highway.

An investigation has been made, and it has been determined that there are 10,242 vehicles entering the intersection as of the present date, of which 56 per cent enter from the north and south and 44 per cent enter from the east and west. With such an almost equal distribution of traffic entering from the side streets there is a material congestion.

The Traffic Engineer recommends three-phase signal installation at an estimated cost of $3,500, the cost to be shared equally by the City and the State if the installation is made, with the City to maintain and furnish electrical energy. I concur in the Traffic Engineer's recommendation.

This matter will be on the next agenda for your consideration, and, if you approve the installation, the State's portion of $1,750 will need to be financed from the minor betterment reserve fund in the 1952 budget.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. F. B. Crandall

Traffic Engineer

STATE HIGH
ORE

COMMISSIONERS
BEN R. CHANDLER CHAIRMAN
COOS BAY
CHAS H. REYNOLDS MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

[illegible] Copy –

Lights 11 – 23 –
Bend
Wall
Franklin.

Mr. Manson
Office

FORM E-30 25M 3-51 47196

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1951

SUBJECT: Intersection of Wall & Franklin Avenue (US97) - Bend

To: Mr. W. C. Williams

Some of the City Commissioners from Bend were in the office a short time ago to discuss traffic problems with particular concern over the intersection at Franklin and Wall. In accordance with your instructions following the conference, re-investigation and study has been made.

To summarize briefly re-investigation with respect possible signalization, the recent count (see intersectional flow diagram attached) confirms, more or less, our previous findings; namely that, on the basis of numerical volume and accident warrants, the intersection does meet the minimum requirements, except in the matter of pedestrians, which is somewhat below the required warrant value. In our past negative recommendations, it was felt that, notwithstanding the meeting of the general warrants, the high volume of certain left-turn movements are such that would require a three-phase signal, under which set-up no great over-all betterment would be realized, thinking in terms of orderly movement at the intersection versus "back up" of vehicles as will probably result with long time cycle, three-phase operation.

Turning to other alternative treatments, some thought has been given to possible one-way street routings; however, consideration to date has been purely a "paper" proposition and further study, particularly an on-the-ground investigation, would be necessary before recommendation or decision is made with respect to such treatment. I am attaching hereto a City plat showing thoughts on possible one-way street routings. The one-way street possibilities have been verbally broached with City officials; however, they did not seem too much interested in the idea. The principal objections with reference to possibilities indicated on the attached plat are: (1) the usual "cagey" reaction on the part of business people; (2) throwing any heavy traffic on streets south of Franklin would put same in and through school ground area; and (3) thru southbound traffic on US97 would be required to travel over somewhat circuitous and lengthy route.

My recommendation at this time would be to proceed with installation of three-phase signal at Franklin and Wall; notwithstanding our previous negative thoughts. City officials seem to feel that such treatment will offer considerable betterment and it will bring about certain improvement features; namely, orderly movement of traffic, both as regard to vehicles and pedestrians, and a probable reduction in intersectional accidents, at least of the type now occurring. On the "minus " side, a three-phase signal operation will result in "back up" of traffic on certain approaches to the intersection, particularly during peak hours. Presuming signal installation is made, I think we should observe the actual results and if something further is required or agitated for, we will have to give more thought to oneway street possibilities.

Installation of three-phase signal at intersection in question is estimated to cost $3500.

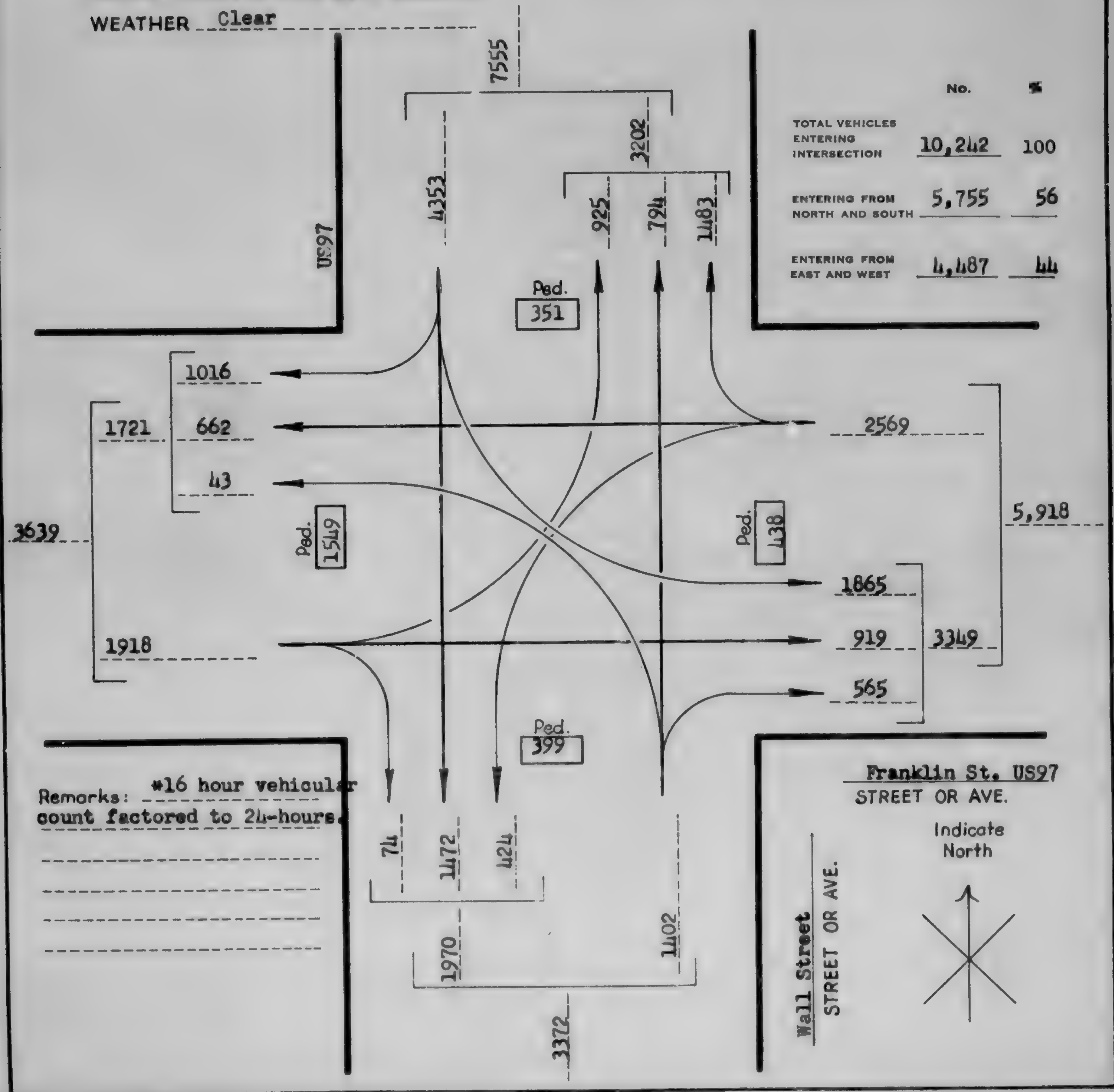
FBCrandall
F. B. Crandall
Traffic Engineer

FBC:sc

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 18, 1951
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6:00 AM - 10:00 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 AM - 10:00 PM
WEATHER Clear

CITY OF Bend
INTERSECTION OF Wall & Franklin
STATION NO
CODE NO
CLASSIFICATION All Vehicle



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10,242	100
ENTERING FROM NORTH AND SOUTH	5,755	56
ENTERING FROM EAST AND WEST	4,487	44

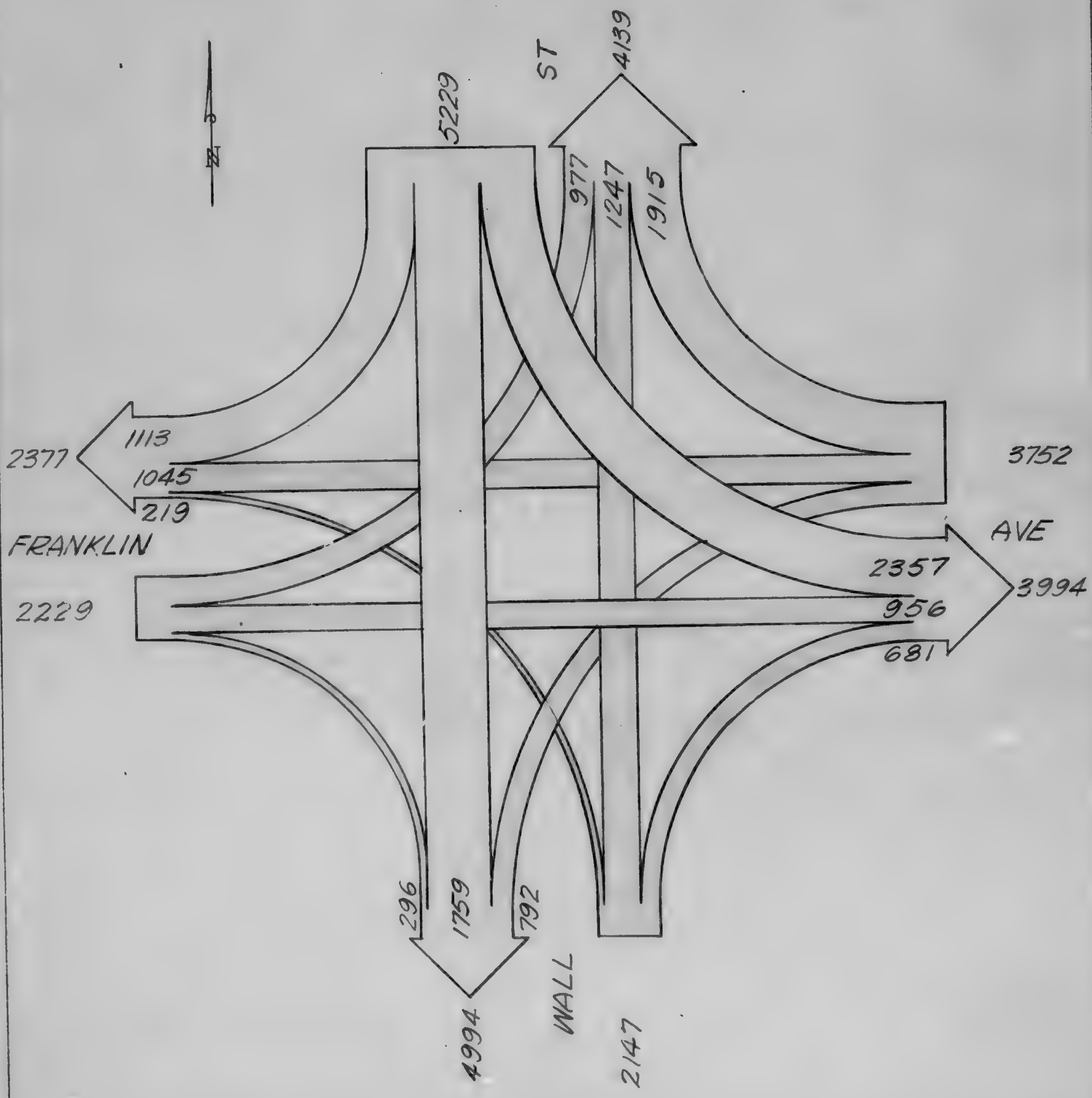
Remarks: *16 hour vehicular count factored to 24-hours.

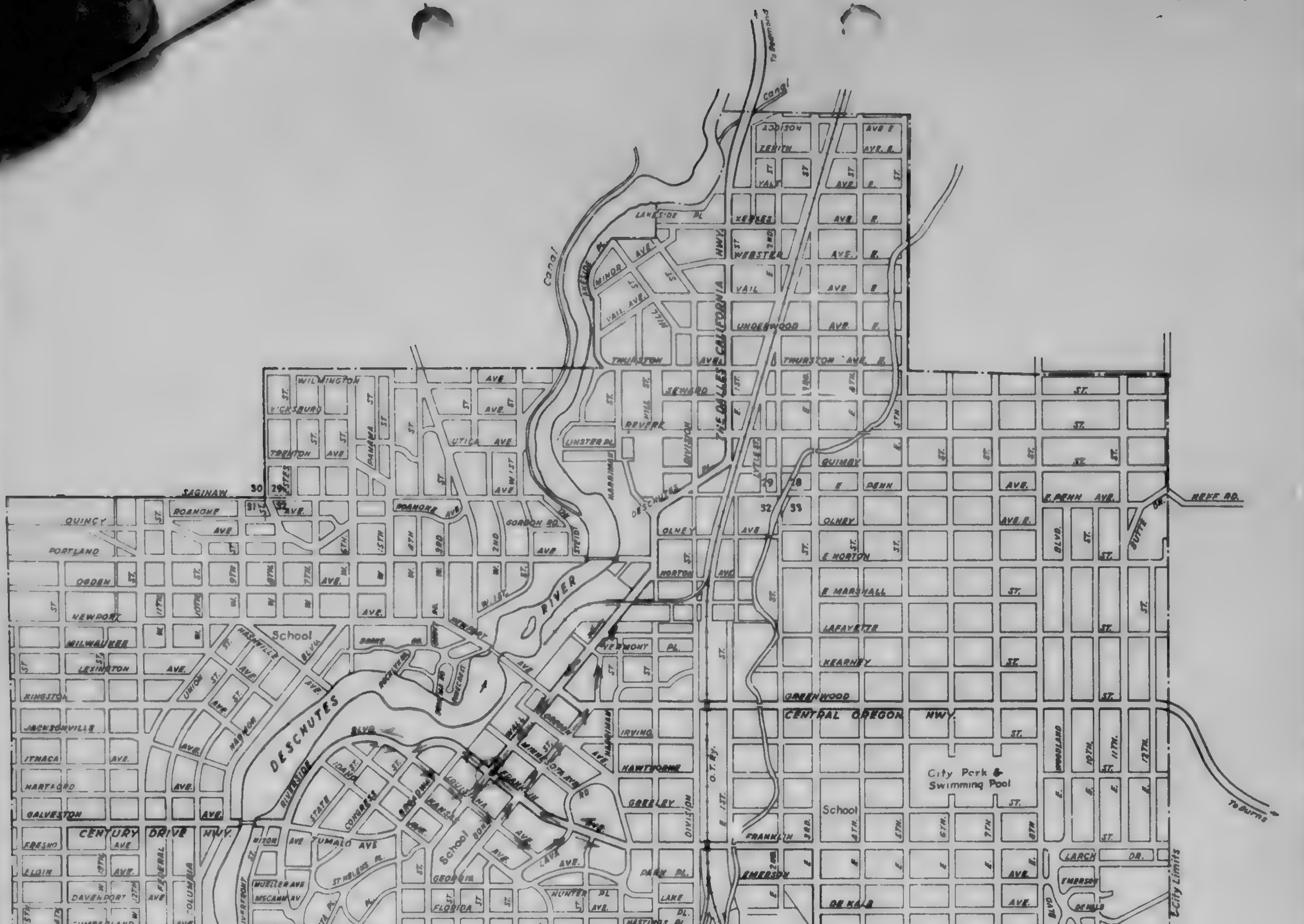
FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

TRAFFIC FLOW DIAGRAM
FRANKLIN AVE & WALL ST
BEND

Scale: 1"=5000 VEHICLES - Oct 1949





BEND

Rev. 9-12-49

9-3306 Sisters Rock Prod. Project 1952
on Santiam, McKenzie & Mc-
3655 Kenzie-Bend Hwys. around Sisters.

9-3306 Sisters Rock Prod. Project 1952
on Santiam, McKenzie & Mc-
3655 Kenzie-Bend Hwys. around Sisters.

November 10, 1952

FINAL COST ANALYSIS

Prefix 9-8306-201

Contract #3655
Sisters Rock Production
9- 8200

McKenzie, Santiam & McKenize - Bend Hwys.
E. H. Itschner Co. - Contractor
A. A. Fossen - Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Gr. Cinders in S. P.	5,792.34	Cu. Yds.	$2.10	$1.632	$ 9,456.02	$12,163.91
½"-¼" Gr. Cinders in S.P.	5,625.66	" "	2.10	1.632	9,183.99	11,813.89
¼"-10" " " " "	3,196.51	" "	2.10	1.632	5,219.61	6,712.67
¼"-0" " " " "	1,066.61	" "	2.10	1.632	1,743.62	2,239.88
S.P. Haul Adj., Favor of State	6,904.6	Yd. Mi.				- 690.46
					$25,603.24	$32,239.89

Gross Revenue	$32,239.89
Total Cost	25,603.24
Net Profit	$ 6,636.65

Net Profit Equals 20.5% of Gross Revenue

NOTED
W. C. WILLIAM

Sisters Rock Production
Contract #3655

Detail of Cost

Labor:		
Labor & Supervision	$8,866.07	
Labor Insurance	527.04	
		9,393.11
Equipment Rentals & Misc. Expense:		
Equipment Rentals (Owned)	6,701.15	
Equipment Rentals (Hired)	110.00	
Hired Trucks (Without oper. & Gas, Oil & grease	3,424.50	
Gas, Oil & Grease	4,018.95	
Misc. Small Tools & Supplies	195.00	
P. U. C. Fees	83.35	
P.L. & P.D. Insurance	85.83	
Move In Freight & Cartage	528.50	
Lumber	110.00	
Bond	236.25	
Home Office & General Overhead	716.60	
		16,210.13
Total Cost		$25,603.24

Sisters Rock Production
Contract #3655

Breakdown of Costs

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Setup	15,681.2	Cu. Yds.	$ 2,789.42	$0.178
Doze to Crusher	15,681.2	" "	2,731.80	0.174
Crushing	15,681.2	" "	8,685.59	0.554
Haul to Stock P. (Hired Truck)				
(Average Haul 6.5 Miles	15,681.2	" "	9,576.53	0.61
Stockpiling	15,681.2	" "	1,819.90	0.116
			$25,603.24	$1.632

Actual crushing time 253 hours for an average production of 61.9 cubic yards per hour.

Sisters Rock Production
Contract #3655

Remarks:

This was a "State Project". The contract calling for the furnishing of approximately 15,000 cubic yards of crushed cinders in stockpiles. The contract was bid and awarded March 13, 1952. The contractor moved into a cinder pit, located 0.6 miles northerly of Mile Point 97.1 on the Santiam Highway, in Deschutes and Jefferson Counties. Crushing was started July 9, 1952, and completed August 9, 1952.

The cinder pit was striped with D7 cat and dozer, very little overburden was encountered. The three crusher plant was fed with D7 cat and dozer. Cinders from this pit overran about 5,500 cubic yards of ¼"-0" or approximately 40% of the total yards crushed. All crushed cinders were hauled in hired trucks to stockpile and stockpiled with D4 cat and dozer.

The contractor having fair bid prices with good production realized a nice profit from this contract.

E. H. Clymer
Cost Analyst

By . . . K. T. Wechter

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OCT 1[illegible] 1952
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9-8[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 7, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3655	3-final	E. H. ITSCHNER CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18214	R-50790	$986.01	10/6/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: None

Completion Date: Aug. 16, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 8, 1952

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
a.a.Wicklander

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1952
FOR FILING

9-8

September 19, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3655 covering the Sisters Rock Production Project on the McKenzie, Santiam and McKenzie-Bend Highways in Deschutes and Jefferson Counties was completed by the contractor, E. H. Itschner Co., on August 16, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $986.01 will be paid to the contractor after acceptance by the Commission. The total contract amount is $32,239.89, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

Form E-1—5M—8-47

1-8306

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 6, 1952

Section Sister Rock Production

Kind of work Rock Production

Highway McKenzie, Santiam & McKenzie -Bend

Section prefix 9-8306

Contractor E.H.Tschener Co.

Contract number 3655

Date of Contract March 13, 1952

Date of completion Sept 30, 1952

Date work started June 9, 1952

~~Estimated~~ date of completion Aug. 16, 1952

Amount of contract . . . . $ 31,500.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 32,613.57

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 1,443.65, 5.40 %

Date project was completed Aug. 16, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the cleanup and removal of equipment as of September 4, 1952

Final report.

NOTED
H. G. SMITH

NOTED
K. D. LYTLE

RECEIVED
SEP 8 - 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed a a Fossen Resident Engineer

Address 1290 Wall St. Bend, Oregon

NOTED
B. A. MARTIN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			47.5		
Miles partially completed					
Miles completed			47.5		
Total estimated quantities			15,000		
Estimated quantities moved or placed to date			15,670.05		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..........County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels.........., Power graders.........., Rollers.........., Mixers.........., Crushing or screening plants..........

Compressors.........., Bulldozers.........., Sheep-foot rollers.........., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Fair-Cloudy	Late Rain	
Thursday	" "	" "	
Friday	Fair		
Saturday			

9

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SEP [illegible] 1952
FOR FILING

9

3655

August 29, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to E. H. Itschner Co. on contract No. 3655, for rock production on the Sisters Section of the McKenzie, Santiam and McKenzie-Bend Highways in Deschutes and Jefferson Counties.

This payment, in the amount of $6,967.38, will be released to the contractor on or after September 8, 1952. The retained percentage is $966.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
MAY 15 1952
FOR FILING

May 14, 1952

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3655, for the Sisters Rock Production Project on the McKenzie, Santiam and McKenzie-Bend Highways in Deschutes and Jefferson Counties, awarded March 13, 1952.

Contract No. 3681, for grading and surfacing on the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County, awarded April 4, 1952.

These copies are for your records and files.

We are also mailing a fully executed copy of each of the two above contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded 5/14

RECEIVED
MAR 18 1952
FOR FILING

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3655

March 17, 1952

E. H. Itschner Co.
Molalla, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3655 for the Sisters Rock Production Project on the Santiam, McKenzie and McKenzie-Bend Highways, Deschutes and Jefferson Counties. This award was based on your low bid of $31,500.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

F-12[illegible] Winchester Bay-Clear Lake 1952
Unit, Winchester Bay-Forest
#656 Boundary Sec. of Ore. Coast Hwy.

RECEIVED
OCT 7 1955
FOR FILING

BF-128(5)

3656

October 3, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of a final voucher for the Winchester Bay-Clear Lake Section, Project No. BF-128(5), in the amount of $499,000.00

This voucher is being submitted for reimbursement as sufficient bond maturity payments have now been made by the State to cover its cost, in addition to Bond Financed Project vouchers submitted to you for reimbursement, previously.

No previous reimbursement has been made or requested for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWW:ch

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FOR FILING

KF-127 ( )

(CONTRACT NO.) 3656	(EST. NO.)	(CONTRACTOR)
3656	22-final	E. L. GATES & CO. INC.

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 21, 1954

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14564	H-R-99475	$ 27,576.78	7/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: to Nov. 30, 1953 without penalty

Completion Date: Oct. 22, 1953

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
[illegible]

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FOR FILING

[illegible]

[illegible] 56

July 2, 1954

General Casualty Company of America
Portland Branch Office
209 S. W. Fourth Avenue
Portland, Oregon

Attention: Mr. C. H. Burnett

Gentlemen:

State Highway Contract No. 3656 for work performed on the Winchester Bay-Clear Lake Unit of the Winchester ~~Bay~~-Forest Boundary Section of the Oregon Coast Highway in Douglas County was completed by the contractor, E. L. Gates and Company, Inc., on October 22, 1953, and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $27,576.68 will be released to the contractor on or after July 12th. The total contract amount is $854,628.48 of which amount $9,662.15 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

NOTED ON CARD

7-2-54 md

R.H. Baldock

RECE
FOR FI

NOTE
State Highway Engineer

May 7th, 1954

FINAL COST ANALYSIS

Winchester Bay-Clear Lake Unit
Contract #3656
BF-128(5)

Grade, Surface and Pave
E. L. Gates & Co., Contractors
C. C. McKinney, Resident Engineer

Oregon Coast Highway
Prefix 10-1052 BF-128(5)

3656

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clear & Grub	All		$	$	$ 44,566.87	$ 42,500.00
Struct. Excav., Unclass.	2,380.3	Cu. Yd.	3.20	3.50	7,609.65	8,331.05
Trench " "	196.3	" "	1.93	3.00	378.72	588.90
General Excavation, Location "A"	809,010.1	" "	0.477	0.43	385,867.55	347,874.34
General Excavation, Location "B"	256,064.6	" "	0.297	0.30	76,127.05	76,819.38
Short Overhaul	3,407,362	Yd. Sta.	0.0156	0.015	53,066.91	51,110.43
Long "	48,075.1	C-Yd. Sta.	0.623	0.60	29,949.23	28,845.06
Finish R/B & Slopes	3.45	Mile	519.14	500.00	1,791.04	1,725.00
Rounding Cutbanks	15,993	Lin. Ft.	0.156	0.15	2,490.77	2,398.95
8" Perf. Metal Drain Pipe	5,085	" "	2.33	2.50	11,859.84	12,712.50
3/8"-0" Backfill in Drains	1,113.5	Cu. Yd.	6.78	6.00	7,551.68	6,681.00
12" Concrete Pipe	99	Lin. Ft.	1.30	1.85	128.64	183.15
18" " "	630	" "	3.57	3.85	2,251.32	2,425.50
24" " "	102	" "	4.79	5.25	488.64	535.50
18" Extra Strength Concrete Pipe	270	" "	3.90	4.25	1,054.11	1,147.50
24" Extra Strength Concrete Pipe	828	" "	5.60	6.25	4,633.94	5,175.00
Salvage Culvert Pipe	81	" "	0.56	2.00	44.99	162.00
Class "A" Concrete	317.32	Cu. Yd.	68.31	75.00	21,677.07	23,799.00
Metal Reinforcement	60,066.1	Lb.	0.104	0.12	6,245.65	7,207.93
Concrete Sight Posts	61	Each	9.43	11.00	575.28	671.00
2½"-0" Material in Base	24,924	Cu. Yd.	3.08	3.00	76,704.90	74,772.00

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-0" Cr. Mat'l. in Leveling Course & Shoulders	7,060.5	Cu. Yd.	$3.02	$3.75	$ 21,339.19	$ 26,476.88
Sprinkling	1,543	M-Gal.	1.68	3.00	2,596.88	4,629.00
Preparation of Base	3.45	Mile	206.00	200.00	710.70	690.00
3/4"-0" in Binder Course	716	Cu. Yd.	4.12	4.00	2,949.92	2,864.00
Furnish & Place RC-3 in Binder	87.3	Ton	51.50	50.00	4,495.95	4,365.00
Class "B" Asphaltic Concrete	11,333.91	"	7.47	7.25	84,635.98	82,170.85
PA #1, 18" Corr. Iron Pipe	430	Lin. Ft.	3.99	4.98	1,716.24	2,141.40
PA #2, Extra Clearing and Grubbing	3.68	Acre	1,009.65	1,200.00	3,715.54	4,416.00
PA #3, Concrete Curbs	140.04	Cu. Yd.	47.83	62.00	6,699.38	8,682.48
PA #4, Conc. Catch Basins	2	Each	92.60	90.00	277.80	270.00
PA #5, 8" Metal Pipe	140	Lin. Ft.	2.49	2.83	349.86	396.20
PA #6, 18" Metal Pipe, Vertical Drain	102	" "	4.27	4.93	435.45	502.86
PA #7, Metal Covers	8	Each	3.65	5.00	29.25	40.00
PA #8, General Excavation Above 30 Feet	16,530.1	Cu. Yd.	0.156	0.15	2,577.97	2,479.52
PA #8, General Excavation Solid Rock	5,333.9	" "	0.304	0.82	1,622.45	4,373.80
PA #8, General Excavation Slide Material	11,180.8	" "	0.156	0.15	1,743.69	1,677.12
PA #9, Purchase Excess 8" Perf. Metal Drain Pipe	260	Lin. Ft.	1.80	1.60	468.08	416.00
PA #10, Cement Adjustment, Favor of State	13.11	Bbl.		4.14		- 54.28
PA #11, Backfill Behind Concrete Curbs	752.3	Cu. Yd.	0.836	1.00	629.45	752.30
Force Account					8,485.45	9,662.15
					$880,543.08	$852,616.47

Total Cost	$880,543.08
Gross Revenue	852,616.47
Net Loss	$ 27,926.61

Net Loss Equals 3.3% of Gross Revenue

Detail of Cost

Labor:

Supervision	$ 39,600.00	
Labor	277,101.33	
Labor Insurance	21,016.00	
		$337,717.33

Materials:

Concrete Culvert:						
12" Concrete Culvert	99	Lin. Ft.	at	$0.89	$ 88.11	
18" " "	630	" "	"	1.88	1,184.40	
24" " "	102	" "	"	2.69	274.38	
18" Extra Strength Concrete Culvert	270	" "	"	2.19	591.30	
24" Extra Strength Concrete Culvert	828	" "	"	3.29	2,724.12	
Corrugated Metal Culvert:						
8" Perf. Metal Drain Pipe	5,345	Lin. Ft.	at	$1.60	$8,552.00	
8" " " Bands	181	Each	"	2.35	425.35	
18" Corr. Metal Pipe	430	Lin. Ft.	"	2.81	1,208.30	
18" " " Bands	19	Each	"	4.33	82.27	
18" Metal Pipe, Vertical Drain	102	Lin. Ft.	"	2.98	303.94	
Metal Covers	8	Each	"	3.20	25.60	
8" Metal Pipe	140	Lin. Ft.	"	1.84	258.12	
Reinforcing Steel (Tied)	60,066.1	Lb.	"	0.09	5,406.57	
Pit Run and Crushed Rock	31,984.5	Cu. Yd.	"	1.93	61,759.67	
3/8"-0" Backfill Gravel	1,113.5	" "	"	2.00	2,227.00	
Cement (For Culverts)	11	Bbl.	"	4.25	46.75	
SS-1 Emulsion Including Freight	65	"	"	14.75	958.80	
Ready Mix Concrete	463.65	Cu. Yd.	"	17.50	8,113.91	
Concrete Sight Posts	61	Each	"	6.00	366.00	
						94,596.59

Equipment Rental & Misc.:

Equipment Rental	$222,201.92
Rented Trucks	18,829.73
Gas, Oil and Grease	43,980.06
Lumber	4,052.95
Explosives	12,869.66
Drill Steel	2,145.50
Wire Rope	6,701.04
Move In Freight	3,388.93
Freight & Express (Job)	478.00

Equipment Rental & Misc. (Cont'd):

Bond	$ 5,115.70	
Small Tools & Misc.	6,370.35	
Home Office & General Overhead	16,575.00	
		$342,708.84

Subcontractors:

O. Joelson (Box Culvert & Bridge)	$ 15,430.47	
J. C. Compton (Paving Items)	90,089.85	
		105,520.32
Total Cost		$880,543.08

Remarks:

This was a "Regular Federal Aid Project" located on the Winchester Bay-Clear Lake Unit of the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County. The north end of the project is at 9th Street in the city of Winchester Bay and the south end is at Station 373+90, which is 2.0 miles north of the Coos County Line on the Oregon Coast Highway. The contract, calling for the grading, rocking and paving of 3.45 miles of highway roadbed and the construction of one reinforced concrete box culvert, was bid and awarded March 13th, 1952; work started March 19th, 1952, and was completed October 22nd, 1953.

Clearing on the project was very rough, consisting of a few trees and snags and many stumps and down trees left from logging operations. Much of the down timber and stumps was spruce which was very hard to burn and dispose of. Two to three D-8's and TD-24 tractors and clearing blades were used to bunch the logs and stumps, with a 3/4 cubic yard shovel with dragline boom used for piling where practicable. Clearing operations were handled as economically as possible, but the large amount of down timber to dispose of was more than anticipated by the contractor, and the bid item showed a slight loss.

Excavation was divided into two units, Unit "A" consisting of common and solid and Unit "B" being practically all sandy common. As reflected by the contractor's bid, it is doubtful whether he anticipated as much solid material in Unit "A" as was encountered. Approximately 200,000 cubic yards of the 809,000 cubic yards moved within this unit required drilling, shooting and moving by shovel and heavy hauling equipment. In addition to the solid there was considerable material that either required ripping before being handled by tractor or scraper or that was handled by shovel and heavy hauling equipment. The contractor's bid price of $0.43 per cubic yard was too low, and the item of excavation Unit "A" showed a considerable loss. The excavation in Unit "B" consisting almost entirely of sand was good material to handle, but the contractor elected to save this unit for winter work. Due to inclement weather and soft grades, production was slowed considerably, and the item broke almost exactly even.

Short and long overhaul showed a slight loss due mainly to the moving of materials over soft grades and to the use of DW-21 hauling units for hauling materials loaded by the shovel and hauled over the existing highway. The use of this type of equipment is considerably more costly than hauling by trucks, as the equipment rentals are higher and the speed of the equipment is less than that of trucks.

Eight-inch perforated metal drain pipe and 3/8" - 0" material in backfill in drains overran the bid items about five to one. A great deal of the pipe was placed to intercept springs and water encountered under the high fills and was very difficult to lay. The 3/8" - 0" was hauled as close as possible to the places of deposit then either hauled and lowered by tractor or loaded onto a stoneboat and hauled by tractor to where it could be shoveled into place. The costs of placing 8" pipe were higher than usual and costs of 3/8" - 0" were very high because of the difficulties of getting the materials to the point of deposit. Other sizes of pipe were bid at a fair price and all showed some profit.

Crushed rock was purchased from the Umpqua River Navigation Company for $1.93 per cubic yard and hauled from the bunkers to the road by hired trucks.

Remarks (Cont'd):

Some trouble was experienced in "setting up" the 2½"-0" due to a scarcity of fines in the material; 3/4"-0" handled better, and, as the costs of the materials were the same, the cost of the leveling course was slightly less than that of the base course.

Due to a faulty shrinkage factor more material was required for the fills than originally estimated, and to obtain this material and also to remove several small slides, a price agreement of $0.15 per cubic yard extra above the bid price was agreed upon by the contractor and the engineer for common material and $0.82 extra for solid rock excavation.

Equipment used by the contractor included one wagon drill, two jackhammers, one 210 compressor, one 105 compressor, one 500 compressor, three dumptors, one 1½ cubic yard shovel, two DW-21's, one 3/4 cubic yard shovel, one D-7 tractor and dozer, one TD-18 tractor and dozer, four D-8 tractors, four 16 cubic yard scrapers, one #12 blade, one 5 cubic yard truck, one sheepsfoot roller, one oiler on truck for spraying slopes, one grease truck, six pickups, one water wagon, one ripper, one roller and miscellaneous small equipment.

All items pertaining to the concrete items were subcontracted to O. Joelson, and all items pertaining to the oiling and asphaltic concrete pavement were subcontracted to Porter W. Yett, who in turn subcontracted to J. C. Compton. All oiling and asphaltic concrete items were subcontracted at the bid prices, while a considerable profit was realized by the contractor on the concrete items subbed.

This project was fairly well handled, but inclement coast weather and the low bid price for excavation in Unit "A" made it impossible for the contractor to break even on excavation items and a small loss was sustained.

C. E. Paulsen
Cost Analyst

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MAY 1 1954

RECEIVED
MAR 23 1954
FOR FILING

BF-128(5)

3656

Salem, Oregon
March 22, 1954

#3656

Mr. H. G. Smith

Both Mr. Collier and I concur in Mr. Edward's recommendation dated February 5, 1954, that the outside billing made by the Accounting Division against the E. L. Gates Construction Company on September 25, 1953, in the amount of $2,194.25, be withdrawn or cancelled insofar as Mr. Gates is concerned. The reasons advanced by Mr. Edwards appeared to justify this action. However, the reasons advanced clearly indicate that the charges are not a maintenance charge but are rather a just charge against the construction project; therefore, after a discussion with Mr. Williams, he is in accord with my thinking that the above amount should be transferred from maintenance and charged against the contract prefix by means of a state force work order on a contract project.

W. W. Stiffler

WWS:er

cc Mr. S. H. Probert
Mr. E. A. Collier
Mr. C. H. Maison
Mr. Tom Edwards

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16 1954
FOR FILING

FF-138(5)

March 16, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. L. Gates & Co., Inc. on contract No. 3656, covering the Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County.

This payment, in the amount of $20,974.09, will be released to the contractor on or after March 26, 1954. The retained percentage is $25,578.92.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

3-16-54, S

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

BF-1-8(5)

Section Winchester Bay - Clear Lake
Winchester Bay - Forest Boundary

For Week Ending February 27, 1954

Highway Oregon Coast

Kind of work Grading & Paving

Contractor E. L. Gates & Co. Inc.

Section prefix 10 - 1052

Date of contract March 13, 1952

Contract number 3656

Date work started March 18, 1952

Date of completion August 31, 1953

Project Authorization ~~Amount of contract~~ Less Engineering $858,467.76

Estimated date of completion October 22, 1953

Per cent of time elapsed 109.9 %

Estimated cost of completed project, exclusive of engineering $881,171.31

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $58,550.82, 99 %

Date project was completed October 22, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was given to the Division Office Tuesday, Febr. 23

Information was received in regard to my transfer to Hermiston and for distribution of some office and field equipment.

The job files covering this project (10-1052)and10-10450 where left in the custody of P. F. Burnett at Reedsport.

Transfersfor members of my crew have been prepared, and equipment moved.

I shall report to Mr. Parsons Div. Engr. at La Grande 3/1 as per phone conversation.

	Sta.	to Sta.	Plan	Final
Excavation	192+00	373+90	884,297 c.y.	1,065,074.7 c.y.
Embankment	192+00	373+90	906,331 c.y.	962,250.7 C.y.

NOTED

B. A. MARTIN

NOTED

FORREST COOPER

Signed C. C. McKinney

Address P.O.Box 654, Reedsport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.45	3.45		3.45	3.45
Miles partially completed					
Miles completed	3.45	3.45		3.45	3.45
Total estimated quantities	1,065,074.7	XXX, 31,984		87.3 T	11,333.91 T
Estimated quantities moved or placed to date	1,065,074.7	31,984		87.3 T	11,333.91 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ....%; .... **County,** ....%; .... **County,** ....%; .... **County,** ....%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....

Compressors ...., **Bulldozers** ...., **Sheep-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

State Printing

RECEIVED
FOR FILING

PF-12[illegible] (2)

3656

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29th, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLI[illegible]

Dear Sir:

In regard to Extra Work Order No. 6 for oiling slopes on the Winchester Bay-Clear Lake Section, E. L. Gates, contractor, Contract No. 3656.

When the sand cuts were opened up from the summit of this section southerly the wind immediately proceeded to erode the slopes very badly, so that an entirely new resloping job would have been necessary after the cuts were finished. The only known method of controlling erosion at that time was by oiling the slopes, which would need to be done as the work progressed and not wait until the cuts were finished.

This was discussed with Mr. Gates and he was asked to quote a price. This he was unwilling to do as he is not an oiling contractor and had no equipment, but he was willing to do it on an extra work basis, and it was thought he could rig up some simple equipment to do this work. He went into it much more elaborately than was anticipated and made an expenditure of $1,686.96 on the equipment and mounted it on a 2½-ton flatbed truck. With this equipment he placed 3552 gallons of S-1 emulsified asphalt obtained in drums, as he had no storage tank and was not doing sufficient work at one time to justify tank deliveries.

At the time the oiling was discussed it was anticipated that SC-1 oil would be used, but Astrup insisted that diluted emulsion SS-1 be used on account of its non-toxic characteristics. This oil could not be sprayed successfully through Gates' outfit and did not have sufficient penetration to hold the slopes. About this time Astrup developed his method of covering the slopes with chopped-up hay, which was much cheaper and more successful than oiling. Consequently, it was decided to discontinue the oiling before very much had been placed and before the cost of the equipment could be amortized.

To date Gates has been paid:

Labor	$ 641.68
Plus 15% on Labor	96.25
Equipment Rental	503.53
Plus 5% on Equipment Rental	25.17
63 Drums of Bitumuls and Freight	958.80
Plus 5% on Material	47.94
Total	$2,273.19

In addition he has claims in for:

Initial Cost of Spraying Unit Assembly	$1,686.96
Minus a Credit of	500.00
	$1,186.96
Standby Time on 2½-Ton Flatbed Truck	429.98
Total Claimed and Not Paid	$1,616.94

The unethical and unusual thing about the bill is the cost of assembling the spraying outfit; it was not anticipated tnat he would buy a lot of new equipment, and then the action of Edwards in agreeing to allow him $500.00 if he would take back the equipment. The standby time of the truck is also unusual.

I have endeavored to get ahold of Gates several times, but he never seems to be in town. They think he will be home next week, and I will endeavor to see if the matter cannot be closed for the amount which we have paid.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
JAN 29 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC [illegible] - 1953
FOR FILING

EF-134()

3656

December 1, 1953

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to E. L. Gates & Co., Inc. a portion of the funds heretofore retained by the Commission on contract No. 3656, covering the Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway, Douglas County.

This payment, in the amount of $31,674.13, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $24,930.24. The present payment will be released on or after December 11, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.

Portland Service Office

NOTED ON CARD

RECEIVED
OCT 30 1953
FOR FILING

FF-128(-)

3656

October 29, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1953 on Contract No. 3656, Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section in Douglas County, in connection with Federal Aid Project No. EF-128 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MCW:tp

c.c.: John Cattrall

FORM E-123X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

CF-12861

386

October 23, 1953

C
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Y

Oregon State Highway Commission

Gentlemen:

We have four construction projects either finished or now being finished, on which the project authorization has been exceeded in excess of the five per cent limit established by the Commission.

The four projects and reasons for overrun of project authorizations are as follows:

Noble Slough-Foster Section of the Santiam Highway, Contract No. 3918:

This project apparently will overrun approximately $25,000, which is an eight per cent overrun of the project authorization. This overrun was caused solely by a slide of considerable magnitude which occurred in the narrow canyon section of the project and resulted in excess excavation items, plus haul, in the approximate amount of the overrun.

Middle Unit, Reedsport-Dean Creek Section of the Umpqua Highway, Contract No. 3752:

There is an anticipated overrun of the project authorization in the amount of $22,000, which is a 6.15 per cent overrun of the authorization. This overrun again was caused mainly by slides, which, while of a small nature, considerably increased the cost of excavation and haul. There actually was an overrun of approximately $29,000 in excavation items, but some saving on other items, including about $4,000 in engineering, reduces the total overrun to the above-mentioned $22,000.

Winchester Bay-Clear Lake Unit of the Oregon Coast Highway, Contract No. 3656:

The project authorization will apparently overrun in an amount of approximately $67,000, which is an approximate eight per cent overrun of the authorization. This overrun again is occasioned almost entirely by excess excavation items and haul occasioned by slide conditions. The total amount of excavation items bid on was $428,000, whereas the actual cost of the materials necessary to move was $491,000, which is an increase of $63,000.

Water Street-Commercial Street Unit, Center Street Bridge Project in Salem, Contract No. 3834:

Unanticipated items encountered during construction, principally necessary for additional pavement required to obtain satisfactory curb radius, resulted in an overrun of $5,000. This is a small amount of money, but as it was a small project the overrun is in excess of the Commission's limit.

This matter will be on the next agenda, and it is respectfully requested that the project authorizations be increased as follows:

Noble Slough-Foster	$25,000
Reedsport-Dean Creek	22,000
Winchester Bay-Clear Lake Unit	67,000
Water Street-Commercial Street Unit, Center Street Bridge Project, Salem,	5,000

We are doing everything we can to decrease these overruns, but most of them are impossible to eliminate. Fortunately we have underruns on considerable magnitude which more than offset the overruns.

Final Contracts [illegible]

For your information I attach hereto a listing of projects recently completed or now being completed which show an aggregate underrun of the project authorizations of slightly in excess of $388,000.

Very truly yours,

/s/ R. H. Baldock

R. H. Baldock
State Highway Engineer

Encl.

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3656

October 15, 1953

E. L. Gates & Co., Inc.
444 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from August 31 to November 30, 1953 within which to complete your contract No. 3656, covering the Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Tom Edwards,
Division Engineer

Curtis C. McKinney,
Resident Engineer

H. G. Smith,
Construction Engineer

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SEP 23 1953
FOR FILING

HF - 128(5)

3656

September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 25
September 24 and 25 Meeting

Gentlemen:

Herewith a request from K. L. Gates & Co., Inc., for an extension of time on the Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section, Contract No. 3656, from August 31, 1953 to November 30, 1953.

Extremely heavy rains in the coastal area substantially delayed the contractor on this unit. He will have completed all paving by September 25, with only cleanup work and placing of shoulders to be done after that time.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

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SEP 22 1953
FOR FILING

BF - 128(5)

R

September 18th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Winchester Bay-Clear Lake Contract #3656, Oregon BF-128(5), from August 31st, 1953, to November 30th, 1953, to the E. L. Gates Company, Inc., contractor.

Extremely heavy spring rains in the coastal area substantially delayed the contractor on this unit. He will have completed all paving by September 25th, with only cleanup work and placing of shoulders to be done after that time.

I recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

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FOR FILING
FORM E-90 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 15, 1953

W. C. WILLIAMS

SUBJECT:

To: Mr. H. G. Smith
Construdtion Engineer

Attn: Forrest Cooper

Dear Sir:

Please refer to my letter of August 18th, 1953, regarding the anticipated overrun on the Winchester Bay-Clear Lake Section of the Oregon Coast Highway.

I wish to advise you that, due to an error on my part, the analysis of the project Overruns and Underruns as submitted was in error and should be corrected as explained below.

The total anticipated overrun in excavation yardage was shown on page two as being 68,107 cubic yards. This figure is as near correct as can be determined at this time.

Under the heading "overruns", however, I should have shown General Excavation A, 89,000 cubic yards at $0.43 equals $38,270. The overrun of General Excavation A of 89,018 cubic yards less the underruns of General Excavation B of 20,911 cubic yards equals the net overrun of 68,017 cubic yards as previously shown.

The net result of increasing this item to $38,270 results in an increase in Total Overruns of $8,984 and a total of $126,013.

Carrying this correction through the balance of the August 18th report, a corrected copy of which is attached, shows and anticipated overrun (August 18th) of $61,189,45 or 7.15%.

If advantage is taken of discrepances in Short and Long Overhaul amounts as explained in said report the overrun would be $39,049.45 or 4.56%.

Total anticipated cost of this section as of August 18th, 1953, should have been 916,408.45.

Very truly yours,

Tom Edwards
Division Engineer
By

F. D. Morgan
Ass't. Div. Engr.

FDM:db

FORM E 30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
August 18, 1953

SUBJECT:

To: H. C. Smith
Construction Engineer

Dear Sir:

C. C. McKinney's estimate for August 10th on Winchester Bay-Clear Lake Section of the Oregon Coast Highway indicated a large overrun. Analysis indicated some possible revisions and it was returned for correction.

It was our belief that this project would overrun about 3.5%, mainly due to foundation and drainage trouble, and due to improper shrink factor used in design. Submission of the above estimate indicated a large overrun in haul. McKinney pointed out that approximately $22,000 in haul items shown on the location plans was omitted from the final construction plans. This item, added to other overrun will put the project approximately 6% over the project authorization. Complete analysis is as follows:

Original Design	Exc.	Emb.	Factor
Station 192-260 50	534,091	613,485	15% Swell
262+50-363 90	350,206	300,850	14% Shrink
	884,297	914,335	
Allowance	91,703		
	976,000	914,335	

Analysis of the project shows the following:

Location "A" Excavation to date:

Sta. 192-305	741,704 cu. yds.	(calculated)
Detour 255	11,444 cu. yds.	"
Rd. App. 275+15	292 cu. yds.	"
Rd. App. 204	1,500 cu. yds.	"
Slide 209	6,000 Cu. yds.	(estimated)
Channel Change Winchester Creek	5,066 cu. yds.	(calculated)
Below Grade Exc.	800 cu. yds.	"
Foundation Drains	5,117 cu. yds.	"
10 x 10 Box Found	395 cu. yds.	"
Total	772,318 cu. yds.	

Location "A" Excavation to Complete:

192-204	10,600 cu. yds.	(Estimated)
211-220	6,000 cu. yds.	"
236-241	12,000 cu. yds.	"
275-278	3,000 cu. yds.	"
281-284	5,000 cu. yds.	"
Total	96,600 cu. yds.	
Total Yardage Required	808,918 cu. yds.	
Constractors Obligation #	10,000 cu. yds.	
State Obligation	798,918 cu. yds.	

# Contractor agree to move approximately this much yardage to eliminate a culvert pipe and permit immediate access to fill area at Station 380 to 390. Yardage to make fill outside of slope lines.

Location "B" Excavation:

Station 305-373+90	244,129 cu. yds.	(calculated)
Rd. App. 359+79 Lt.	50 cu. yds.	(estimated)
Rd. App. 359+33 Rt.	220 cu. yds.	"
Rd. App. 361+04 Rt.	220 cu. yds.	"
Connection 366	570 cu. yds.	(calculated)
Total Yardage required	245,189 cu. yds.	

Location "A" Excavation	798,918
Location "B" Excavation	245,189
Total Project Excavation	1,044,107 cu. yds.
Project Amount	976,000 cu. yds.
Excavation Overrun	68,107 cu. yds.

Due to the fact that Short and Long Overhaul quantities were left off the construction plans on the excavation (161,258 cu. yds.) at Station 320-331 in the amounts of 963,156 yd. sta. Short Overhaul and 9492 C-Yd. Sta. Long Overhaul both of these items will overrun contract amounts. Considerable amounts of Short and Long Overhaul were also caused by placing of selected material in specified locations.

Overruns:

Structural Excavation		700	cu. yds at	$3.50-		2,450.00
General Excavation A	89,000	~~68,107~~	cu. yds. at	$0.43	38,270	~~29,286.00~~
Short Overhaul		1,000,000	yd. sta. at	$0.015		15,000.00
Long Overhaul		28,000	C-yd. sta.	$0.60		16,800.00
Rounding Cutbanks		3,000	Lin.Ft.	$0.15		450.00
8" - Drain Pipe		3,100	Lin.Ft.	$2.50		7,750.00
3/8"-0" Material		930	Cu. yds.	$6.00		5,580.00
2½"-0" Material		3,000	cu. yds.	$3.00		9,000.00
Sprinkling		1,860	M-Gal.	$3.00		5,580.00
E.W.O. 1&2 Fill Base						5,565.00
E.W.O. #6 Oiling Slopes						4,098.00
E.W.O. #8 Rep. Channel (Jan. Flood)						~~[illegible]~~ 874.00
P.A #1 18" Corr. Metal Pipe (Slide prev.)						2,141.00
P.A. #2 Extra Clearing (Slide & Borrow)						5,400.00
P.A. #8 Extra Compensation (Slide Removal)						7,055.00
Total Overruns						~~117,029.00~~ 126,013.00

Underruns:

Trench Excavation	72 cu. yds.	at $ 3.00	216.00
General Excavation B	20,911 cu. yds.	at $ 0.30	6,273.30
18" Ex. Str. Ppe	730lin.ft.	$ 4.25	3,102.50
24" Ex. Str. Pipe	467 lin.ft.	$ 6.25	2,918.75
Class A Concrete	23 cu. yds.	$75.00	1,725.00
Metal Reinforcement	4,000 lbs.	$ 0.12	528.00
Metal Guard Rail (repl. with curb)	1,500 lin. ft.	$ 3.00	4,500.00
¾"-0" Mat'l in sh.	780 cu. yds.	$ 3.75	2,925.00
Class "B" A.C.	500 ton	$ 7.25	3,625.00
R.S.-1 in Seal Coat	50 ton	$55.00	2,750.00
Agg. in Seal Coat	300 cu. yds.	$ 5.50	1,650.00
Total Underruns			30,213.55
Total Overruns		126,015	~~117,020.00~~
			~~86,815.45~~
			95,799.45

	Project Authorization		Final
Contract	731,139.00	826,938.45	~~817,954.45##~~
Contingent Items	42,829.00		9,732.00
Clear Lake Agreement #	22,000.00		20,487.00
Engineering	59,251.00		59,251.00
	$855,219.00		~~$907,424.45~~ 916,408.45

# Additiona Authorization approved by Commission
## Enclosed E.W O's 1, 2, 6 & 8, PA's 1, 2 & 8.

The overrun by the above analysis is 61,189,45 or 7.15%. However if Contract amounts for Short and Long Overhaul had been corrected the Project Authorization would have beenas follows:

1,060,000 Yd. Sta.	at 0.015	$15,900
10,400 C-Yd. Sta.	at 0.60	6,240
Project Authorisation		855,219
		$877,359

The overrun in this event would be 39,049.45, or 4.56%.

Very truly yours,

Tom Edwards
Division Engineer

By

F. D. Morgan
Ass't. Div. Engr.

FDM:db

file

FORM E-30 25M 9-51 52318

F-F 126(2)

21-6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 18, 1953

SUBJECT:

To:

H. G. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

NOTED
H. G. SMITH

Dear Sir:

C. C. McKinney's estimate for August 10th on Winchester Bay-Clear Lake Section of the Oregon Coast Highway indicated a large overrun. Analysis indicated some possible revisions and it was returned for correction.

It was our belief that this project would overrun about 3.5%, mainly due to foundation and drainage trouble, and due to improper shrink factor used in design. Submission of the above estimate indicated a large overrun in haul. McKinney pointed out that approximately $22,000 in haul items shown on the location plans was omitted from the final construction plans. This item, added to other overrun will put the project approximately 6% over the project authorization. Complete analysis is as follows:

	Exc.	Emb.	Factor
Station 192-260+50	534,091	613,485	15% Swell
262+50-363+90	350,206	300,850	14% Shrink
	884,297	914,335	
Allowance	91,703		
	976,000	914,335	

Analysis of the project shows the following:

Location "A" Excavation to date

Sta. 192-305	741,704 cu. yds.	(calculated)
Detour 253	11,444 cu. yds.	"
Rd. App. 275+13	292 cu. yds.	"
Rd. App. 204	1,500 cu. yds.	"
Slide 209	6,000 cu. yds.	(estimated)
Channel Change Winchester Creek	5,066 cu. yds.	(calculated)
Below Grade Exc.	800 cu. yds.	"
Foundation Drains	5,117 cu. yds.	"
10 x 10 Box Found	395 cu. yds.	"
Total	772,318 cu. yds.	

REFERRED TO
Williams
By Construction Engineer

Location "A" Excavation to Complete

192-204	10,600 cu. yds.	(Estimated)
211-220	6,000 cu. yds.	"
236-241	12,000 cu. yds.	"
275-278	3,000 cu. yds.	"
281-284	5,000 cu. yds.	"
Total	96,600 cu. yds.	
Total Yardage Required	808,918 cu. yds.	
Contractors Obligation *	10,000 cu. yds.	
State Obligation	798,918 cu. yds.	

* Contractor agree to move approximately this much yardage to eliminate a culvert pipe and permit immediate access to fill area at Station 380 to 390. Yardage to make fill outside of slope lines.

Location "B" Excavation

Sta. 305-373+90	244,129 cu. yds.	(calculated)
Rd. App. 359+79 Lt.	50 cu. yds.	(estimated)
Rd. App. 359+33 Rt.	220 cu. yds.	"
Rd. App. 361+04 Rt.	220 cu. yds.	"
Connection 366	570 cu. yds.	(calculated)
Total yardage required	245,189 cu. yds.	

Location "A" Excavation	798,918
Location "B" Excavation	245,189
Total Project Excavation	1,044,107 cu. yds.
Project Amount	976,000 cu. yds.
Excavation Overrun	68,107 cu. yds.

Due to the fact that Short and Long Overhaul quantities were left off the construction plans on the excavation (161,257 cu. yds.) at Station 320-331 in the amounts of 963,156 yd. sta. Short Overhaul and 9,492 C-Yd. Sta. Long Overhaul both of these items will overrun contract amounts. Considerable amounts of Short and Long Overhaul were also causedby placing of selected material in specified locations.

Overruns:

Structural Excavation	700	cu. yds.	@ $ 3.50	2,450.00
General Excavation A	68,107	cu. yds.	@ $ 0.43	29,286.00
Short Overhaul	1,000,000	yd. Sta.	@ $ 0.015	15,000.00
Long Overhaul	28,000	C-yd sta.	@ 0.60	16,800.00
Rounding Cutbanks	3,000	Lin. Ft.	@ 0.15	450.00
8" - Drain Pipe	3,100	Lin. Ft.	@ 2.50	7,750.00
3/8"-0" Material	930	Cu. Yds.	6.00	5,580.00
2 1/2"-0" Material	3,000	Cu. Yds.	@ 3.00	9,000.00
Sprinkling	1,860	M-Gal.	@ 3.00	5,580.00
E.W.O. 1&2 Fill Base				5,565.00
E.W.O. #6 Oiling Slopes				4,098.00
E.W.O. #8 Rep. Channel (Jan. Flood)				874.00
P.A. #1 18" Corr. Metal Pipe (Slide prev.)				2,141.00
P.A. #2 Extra Clearing (Slide & Borrow)				5,400.00
P.A. #8 Extra Compensation (Slide Removal)				7,055.00
Total Overruns				117,029.00

Underruns:

Trench Excavation	72	cu. yds.	@ 3.00	216.00
General Excavation B	20,911	cu. yds.	@ 0.30	6,273.30
18" Ex. Str. Pipe	730	lin. Ft.	@ 4.25	3,102.50
24" Ex. Str. Pipe	467	lin. Ft.	@ 6.25	2,918.75
Class A Concrete	23	cu. yds.	@75.00	1,725.00
Metal Reinforcement	4,000	lbs.	@ 0.12	528.00
Metal Guard Rail (repl. with curb)	1,500	lin. ft.	@ 3.00	4,500.00
3/4"-0" Mat'l. in sh.	780.	cu. yds.	@ 3.75	2,925.00
Class "B" A.C.	500	ton	@ 7.25	3,625.00
R.S.-1 in Seal Coat	50	ton	@55.00	2,750.00
Agg. in Seal Coat.	300	cu. yds.	@ 5.50	1,650.00
Total Underruns				30,213.55
Total Overruns				117,029.00
Net Overrun				86,815.45

	Project Authorization	Final
Contract	731,139.00	817,954.45 **
Contingent Items	42,829.00	9,732.00
Clear Lake Agreement*	22,000.00	20,487.00
Engineering	59,251.00	59,251.00
	$855,219.00	$907,424.45

* Additional Authorization approved by Commission
** Enclosed E.W. O's 1, 2, 6 & 8, PA's 1,2 & 8.

The overrun by the above analysis is $52,205.45 or 6.1%. However if Contract amounts for Short and Long Overhaul had been correct the Project Authorization would have been as follows:

1,060,000 Yd. Sta.	@ 0.015	$15,900
10,400 C-Yd. Sta.	@ 0.60	6,240
Project Authorization		855,219
		$877,359

The overrun in this event would be $30,067.45 or 3.5%.

Very truly yours,

Tom Edwards
Division Engineer

By F D Morgan
F. D. Morgan
Ass't. Div. Engr.

FDM:db
Encl.

RECEIVED
OFFICE OF
CONST[illegible]

Some saving in Engineering which may bring [illegible] down to 3%
[illegible]

FORM E-30 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

37-129(5)

3656

Roseburg, Oregon
September 3, 1953

SUBJECT:

To:

H. G. Smith
Construction Engineer

Attn: Forrest Cooper

NOTED
[illegible] C. MILLER

Dear Sir:

Reply is made to your letter of August 21 concerning the discrepancy in overrun amount between Mr. McKinney's weekly report of August [illegible] on the [illegible] Day-Clear Lake Section and Mr. Morgan's detailed breakdown dated August 13.

The figures submitted by Mr. Morgan are substantially correct using the August 10 Estimate as a basis. The discrepancy between the two reports lies in unused monies on some items which Mr. McKinney has included in his report but which were [illegible] in Morgan's report.

We are instructing Mr. McKinney to correct his estimate corrected to date to $813,617.15 which is the figure I get by subtracting the engineering allowance from the estimate corrected to date on the August 10 estimate.

I trust that this will answer your question.

Very truly yours,

[illegible]
Division Engineer

By /signed/
C. T. Kease
Office Engineer

CTK:db

cc: C. C. McKinney

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SEP 1 1953
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1953

W. C. WILLIAMS

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

SUBJECT:

Dear Sir:

Referring to Mr. C. C. McKinney's Weekly Report on the Winchester Bay-Clear Lake Section, dated August 22, 1953, we note that he is carrying his project authorization as $795,970.76 and his estimated cost of the completed project at $865,134.15. This would indicate an overrun in contract items of $69,163.39. On August 18, 1953, we received a written detailed breakdown of this job from Morgan in which he listed, in effect, the following arithmetic: Project authorization $795,968.00, estimated final cost $848,174.45. (These figures arrived at by subtracting the engineering from the totals given on page 3 of Morgan's report.) This would indicate a discrepancy on the wrong side of the ledger in a four day period of nearly $17,000.00.

Will you please reconcile this matter immediately so that it may be explained to Mr. Williams, and further, make every effort to see that this job is held to the absolute minimum overrun. If any saving can be made in the item of engineering, this should also be very carefully considered, as a savings of this kind will operate as a reduction in the overall cost of the job.

The overruns in contract work are becoming critical and every effort must be made to reduce them to an absolute minimum.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

FORM E-30 25M 9-51 52318

C-1-(2)

3656

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1953

SUBJECT: Overruns - Winchester Bay-
Clear Lake Unit

Mr. Tom Edwards
To: Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

L

Dear Sir:

It has been called to my attention that the overruns on the Winchester Bay - Clear Lake Unit are getting very close to the allowable limit. Therefore, it would appear to be in order to review the job and see if anything can be done to insure its completion within the allowable funds, or if additional funds are needed to give us the reasons for the overruns so that the matter may be taken up with higher authority.

I list herewith the principal items of overrun:

	Original		Corrected to Date		
General Exc.	710,000 Yds. -	$305,300	765,000 Yds. -	$328,950 +	$23,650
Long Overhaul	21,000	12,600	47,000	28,200 +	15,600
8" Drain Tile	1,000	2,500	4,400	11,000 +	8,500
3/8" Gravel Backfill	100	600	1,200	7,200 +	6,600

The overruns on the items listed above total something in excess of $50,000, and it appears that the overruns on the job are now about 4½%.

Will you please advise.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:sh

cc W. C. Williams

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SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5151

SOULÉ STEEL COMPANY

STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

JANUARY 13, 1953

NOTED
H B GLAISYER

E. L. GATES & CO. INC.
444 CENTER STREET
SALEM, OREGON

RE: WINCHESTER BAY BOX CULVERTS
STATE HIGHWAY CONTRACT #3656

GENTLEMEN:

WE HAVE BEEN ADVISED BY THE OREGON STATE HIGHWAY COMMISSION THAT THE FINAL COMPUTATION FOR THE BOX CULVERT AT WINCHESTER CREEK IS 60,066.1 LBS., SO WE ARE ENCLOSING OUR CREDIT MEMORANDUM ADJUSTING OUR PREVIOUS BILLING BY 6.9# OR $.62.

WHEN THIS ADJUSTMENT HAS BEEN MADE THE BALANCE DUE US ON THIS JOB IS $810.37. PLEASE CHECK YOUR RECORDS AND ADVISE US OF ANY DIFFERENCES IN THIS AMOUNT.

AS WE COMPLETED THE INSTALLATION OF THIS STEEL IN SEPTEMBER, WE WOULD APPRECIATE HAVING YOUR CHECK FOR THE ABOVE $810.37, RETENTION DUE US ON THIS JOB.

YOURS VERY TRULY,

SOULE' STEEL COMPANY

W. T. BROWNRIDGE

WTB/DC
ENCL.

CC: OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

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FOR FILING

BF-128(5)

3656

R

January 9, 1953

Soule Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Attention: Mr. W. T. Brownridge

Dear Mr. Brownridge:

I have just received from our Construction Department information concerning the weight of reinforcing steel used in box culverts on the E. L. Gates and Company contract for grading and paving the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County, Contract No. 3656.

I am advised that the final computation for the 10x10 box culvert at Winchester Creek -- Item # 19 - Metal Reinforcement -- reveals a weight of 60,066.1 pounds. I have been assured that this figure is absolutely correct.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

FORM E-30X 25M 4-52 56908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 6, 1953

SUBJECT:

To:

H. G. Smith
Construction Engineer

Dear Sir:

Herewith, reply to your letter of December 31 to C. C. McKinney regarding quantities of steel used by the contractor on the Winchester Bay-Clear Lake Section of the Oregon Coast Highway, Contract #3656.

Very truly yours,

TOM EDWARDS
Division Engineer

By

C. T. Keasey
Office Engineer

CTK:aso
Encl.

LETTER TO [illegible]
DATE 1/7

RECEIVED
JAN 7
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30X 25M 4-52 86808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Reedsport Oregon

Jan. 2, 1953

SUBJECT: 10-1052

To:

Mr. Tom Edwards,
Division Engineer,
Roseburg Oregon .

Dear Sir :-

This letter is the reply to Mr. H. G. Smith's letter , addressed to this office, under date of Dec. 31, 1952 containg a request for a statement of the quantities of Steel used by the contractor of the Winchester Bay - Clear Lake contract .

The final computations on Contract # 3656 - for the 10+10 Box at Wincheater Creek - Item # - 19 - Metal Reinforcement --- 60,066.1 lbs.

Very truly yours,

C. C. McKinney

C.C. Mc inney , Res. Engr.

FORM E-30 25M 9-51 #2319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1952

SUBJECT:

To:
Mr. C. C. McKinney
Resident Engineer
State Highway Dept.
P. O. Box 654
Reedsport, Oregon

NOTED
H. B. GLAISYER

Dear Sir:

The Secretary has received an inquiry from the Soule Steel Company requesting a statement of the quantities of steel used by the contractor on the Winchester Bay - Clear Lake contract.

The Bridge Department advises that they have checked the computations, and that all data has been returned to you for incorporation in your final estimate.

Will you please furnish us with a recapitulation of the steel as above mentioned.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc H. B. Glaisyer
Tom Edwards

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY

STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

DECEMBER 29, 1952

MR. H. B. GLAISYER
OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

CONTRACT #3656

DEAR MR. GLAISYER:

PLEASE REFER TO YOUR LETTER OF DEC. 3, 1952 REGARDING THIS CONTRACT.

WILL YOU PLEASE RECHECK THIS CONTRACT FOR THE FINAL PAY WEIGHTS ALLOWED FOR THE INSTALLATION OF REINFORCING STEEL IN THE BOX CULVERTS OF THE WINCHESTER BAY TO CLEAR LAKE UNIT. ACCORDING TO OUR RECORDS, THE STEEL IN THIS PORTION OF THE JOB WAS COMPLETED SEVERAL MONTHS AGO, AND AS SOON AS POSSIBLE WE WOULD LIKE TO RENDER OUR FINAL BILLING TO E. L. GATES & CO. FOR THIS ITEM.

VERY TRULY YOURS,

SOULE' STEEL COMPANY

W. T. Brownridge
W. T. BROWNRIDGE

WTB/DC

December 30, 1952

Soule Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Attention: W. T. Brownridge

Dear Mr. Brownridge;

Reply is made to your letter of December 29, 1952, inquiring as to the final pay weights allowed for the installation of reinforcing steel in box culverts in connection with the contract awarded to E. L. Gates & Company for grading and paving the Winchester Bay Forest Boundary Section of the Oregon Coast Highway in Douglas County.

Inquiry reveals that the final pay weights have been computed by our Bridge Department and that they have been sent to the resident engineer in the field for his use in reporting the progress of his job. Unfortunately, neither a copy of the computation nor of the final results were kept in this office, so in order to give you the information that you desire, it will be necessary to contact the resident engineer. This is being done today and we anticipate that the information will be available to forward to you some time next week.

Extending to you the best of the Season's Greetings, I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:sl

Form PR 2 (Revised 1946)

State Oregon

Federal-Aid Bond Issue Project No. BF-128(5)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of November, 1951, a program, which was approved on the 15th day of January, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred ninety-nine thousand and 00/100 dollars ($499,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by [illegible], (Include date and citation of

[illegible] Chapter 491, Oregon Laws 1951, viz.: act of legislature by which authorized)

[illegible]

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 192+00 in the SW 1/4, Section 7, T-22-S, R-12-W, W.M.

and survey station 373+90 in the SE 1/4, Section 25, T-22-S, R-13-W, W.M.,

without exception,

, length 3.445 miles, in Douglas County,

being Oregon Federal-Aid / Bond Issue project No. BF-128(5), consisting of 3.445 miles of

roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred ninety-nine thousand, and 00/100 dollars ($499,000.00), which does not exceed the authorized Federal pro rata share of eight-hundred four thousand two hundred fifty-two and 90/100 dollars ($804,252.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M. R. McKay
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

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Oregon State Highway Department

Federal Aid Project
No. BF-128 (5)

WINCHESTER BAY-CLEAR LAKE SECTION OF THE OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1952

Type Code 6201
4-Lane Roadway (Sta. 192+00 to 199+00)

All Required		Clearing and Grubbing (05%)	$	$ 2,125.00
200	cu. yds.	General Excavation, Location "A" Unclassified	0.43	86.00
100,000	yd. sta.	Short Overhaul	0.015	1,500.00
100	C-yd. sta.	Long Overhaul	0.60	60.00
0.13	mile	Finishing Roadbed and Slopes	500.00	65.00
10	only	Concrete Sight Posts	11.00	110.00
1,000	cu. yds.	2½"-0 Material in Base	3.00	3,000.00
300	cu. yds.	3/4"-0 Material in Base and Shoulders	3.75	1,125.00
40	M-gals.	Sprinkling	3.00	120.00
0.13	mile	Preparation of Base	200.00	26.00
40	cu. yds.	3/4"-0 Material in Binder Course	4.00	160.00
6	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	300.00
400	tons	Class "B" Asphaltic Concrete	7.25	2,900.00
4	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	220.00
20	cu. yds.	Aggregate in Seal Coat	5.50	110.00
		Subtotal		$ 11,907.00
		10% Engr. & Cont.		1,190.70
		Total		$ 13,097.70

Length of Roadway	0.132 mile
Cost Per Mile	$99,225.00

Type Code 6201
3-Lane Roadway (Sta. 199+00 to 274+75)

All Required		Clearing and Grubbing (40%)	$	$ 17,000.00
1,150	cu. yds.	Structural Excavation, Unclassified	3.50	4,025.00
170	cu. yds.	Trench Excavation, Unclassified	3.00	510.00
627,000	cu. yds.	General Excavation, Location "A" Unclassified	0.43	269,610.00
6,000	cu. yds.	General Excavation, Location "B" Unclassified	0.30	1,800.00
1,000,000	yd. sta.	Short Overhaul	0.015	15,000.00
1,000	C-yd. sta.	Long Overhaul	0.60	600.00

1.44	miles	Finishing Roadbed and Slopes	$500.00	$ 720.00
6,000	lin. ft.	Rounding Cuttbanks	0.15	900.00
1,000	lin. ft.	8" Perforated Metal Drain Pipe, Coated	2.50	2,500.00
100	cu. yds.	3/8"-0 Backfill in Drains	6.00	600.00
500	lin. ft.	18" Concrete Pipe	3.85	1,925.00
150	lin. ft.	24" Concrete Pipe	5.25	787.50
600	lin. ft.	18" Extra Strength Concrete Pipe	4.25	2,550.00
1,300	lin. ft.	24" Extra Strength Concrete Pipe	6.25	8,125.00
90	lin. ft.	Salvaging Culvert Pipe	2.00	180.00
340	cu. yds.	Class "A" Concrete	75.00	25,500.00
64,000	lbs.	Metal Reinforcement	0.12	7,680.00
10	only	Concrete Sight Posts	11.00	110.00
600	lin. ft.	Metal Guard Rail	3.00	1,800.00
10,000	cu. yds.	2½"-0 Material in Base	3.00	30,000.00
4,000	cu. yds.	3/4"-0 Material in Base and Shoulders	3.75	15,000.00
300	M-gals.	Sprinkling	3.00	900.00
1.44	miles	Preparation of Base	200.00	288.00
280	cu. yds.	3/4"-0 Material in Binder Course	4.00	1,120.00
44	tons	Furnishing and Placing RS-3 Asphalt in Binder Course	50.00	2,200.00
6,000	tons	Class "B" Asphaltic Concrete	7.25	43,500.00
26	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	1,430.00
160	cu. yds.	Aggregate in Seal Coat	5.50	880.00
		Subtotal		$457,240.50
		10% Engr. & Cont.		45,724.05
		Total		$502,964.55

Length of Roadway 1.435 miles
Cost per Mils $350,497.94

Type Code 6201
2-Lane Roadway (Sta. 274+75 to 373+90)

All Required		Clearing and Grubbing (55%)	$	$ 23,375.00
250	cu. yds.	Structural Excavation, Unclassified	3.50	875.00
50	cu. yds.	Trench Excavation, Unclassified	3.00	150.00
82,800	cu. yds.	General Excavation, Location "A", Unclassified	0.43	35,604.00
260,000	cu. yds.	General Excavation, Location "B", Unclassified	0.30	78,000.00
900,000	yd. sta.	Short Overhaul	0.015	13,500.00
19,900	C-yd. sta.	Long Overhaul	0.60	11,940.00
1.88	miles	Finishing Roadbed and Slopes	500.00	940.00
9,000	lin. ft.	Rounding Cutbanks	0.15	1,350.00
50	lin. ft.	12" Concrete Pipe	1.85	92.50
340	lin. ft.	18" Concrete Pipe	3.85	1,309.00
400	lin. ft.	18" Extra Strength Concrete Pipe	4.25	1,700.00
50	lin. ft.	Salvaging Culvert Pipe	2.00	100.00
40	only	Concrete Sight Posts	11.00	440.00
900	lin. ft.	Metal Guard Rail	3.00	2,700.00
10,000	cu. yds.	2½"-0 Material in Base	3.00	30,000.00
4,400	cu. yds.	3/4"-0 Material in Base and Shoulders	3.75	16,500.00
300	M-gals.	Sprinkling	3.00	900.00
1.88	miles	Preparation of Base	200.00	376.00
220	cu. yds.	3/4"-0 Material in Binder Course	4.00	880.00

36	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	$ 50.00	$ 1,800.00
5,200	tons	Class "B" Asphaltic Concrete	7.25	37,700.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	1,100.00
120	cu. yds.	Aggregate in Seal Coat	5.50	660.00
		Subtotal		$261,991.50
		10% Engr. & Cont.		26,199.15
		Total		$288,190.65

Length of Roadway	1.878 miles
Cost per Mile	$153,456.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Pavement	$ 13,097.70	$ 8,127.00	$ 4,970.70
3-Lane Pavement	502,964.55	312,065.00	190,899.55
2-Lane Pavement	288,190.65	178,808.00	109,382.65
	$804,252.90	$499,000.00	$305,252.90

State Funds for Const.: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939; chap. 491, laws 1951.
State Funds for Maint.: Chap. 529, laws 1939.

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

MEMO TO:

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

February 20, 1952
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

(Date of approval)

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

Bond Financed

Route No. FA 2

COUNTY Douglas

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
	18	BF-128 (5)	So. end BF-128 (4) to Clear Lake	Survey-Plans					Gr., Dr., 2-lane high-type pavement
				Right-of-Way					
				Construction	700,000	434,000	266,000		
ITEM AS NOW PROGRAMED				TOTAL	700,000	434,000	266,000	2.20	
	18	BF-128 (5)	So. end BF-128 (4) to So. end of Clear Lake	Survey-Plans					Gr., Dr., .13 mi. 4-lane 1.44 mi. 3-lane 1.82 mi. 2-lane high-type pavement
				Right-of-Way					
				Construction	844,000	523,000	321,000		
REQUESTED REVISION				TOTAL	844,000	523,000	321,000	3.44	

Program Balance of ____ funds subsequent to approval of this and previously recommended changes is $ ____

Reason for change: Materials suitable for slope protection along Clear Lake are all located north of the lake. Accordingly, to utilize these materials, the project has been extended sufficiently to include the section where slope protection is required. 3-lane pavement constructed on portion of project where steep grade requires extra lane for slow moving traffic.

Program Revision Request

Date February 20, 1952

By
Assistant (State Highway Engineer)

Recommended for Approval: ____ (District Engineer) ____ (Date)

Recommended: ____ (Division Engineer) ____ (Date)

Approved: ____ (Acting Commissioner) ____ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

Oregon State Highway Department

Federal Aid Project
No. BF-128 (5)

WINCHESTER BAY-CLEAR LAKE SECTION OF THE OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 21, 1952

Type Code 6201
4-lane Roadway (Sta. 192+00 to 199+00)

All Required		Clearing and Grubbing (05%)		$ 2,250.00
200	cu. yds.	General Excavation, Location "A", Unclassified	$ .50	100.00
100,000	yd. stas.	Short Overhaul	.015	1,500.00
100	C-yd. stas.	Long Overhaul	.45	45.00
0.13	mile	Finishing Roadbed & Slopes	800.00	104.00
10	only	Concrete Sight Posts	11.00	110.00
1,000	cu. yds.	2½" - 0 Material in Base	2.75	2,750.00
300	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.00	900.00
40	M-gals.	Sprinkling	3.00	120.00
0.13	mile	Preparation of Base	200.00	26.00
40	cu. yds.	3/4" - 0 Material in Binder Course	4.00	160.00
6	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	300.00
400	tons	Class "B" Asphaltic Concrete	7.25	2,900.00
4	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	220.00
20	cu. yds.	Aggregate in Seal Coat	5.00	100.00
			Subtotal	$11,585.00
			10% Engr. & Cont.	1,158.50
			Total	$12,743.50

Length of Roadway	0.132 mile
Cost per Mile	~~$67,856.76~~

Type Code 6201
3-lane Roadway (Sta. 199+00 to 274+75)

All Required		Clearing and Grubbing (40%)		$ 18,000.00
1,150	cu. yds.	Structural Excavation, Unclassified	$3.50	4,025.00
170	cu. yds.	Trench Excavation, Unclassified	3.00	510.00
627,000	cu. yds.	General Excavation, Location "A", Unclassified	.50	313,500.00

6,000	cu. yds.	General Excavation, Location "B", Unclassified	$ .30	$ 1,800.00
1,000,000	yd. sta.	Short Overhaul	.015	15,000.00
1,000	C-yd. sta.	Long Overhaul	.45	450.00
1.44	miles	Finishing Roadbed and Slopes	800.00	1,152.00
6,000	lin. ft.	Rounding Cutbanks	.20	1,200.00
1,000	lin. ft.	8-inch Perforated Metal Drain Pipe, Coated	2.25	2,250.00
100	cu. yds.	3/8" - 0 Backfill in Drains	4.50	450.00
500	lin. ft.	18-inch Concrete Pipe	3.75	1,875.00
150	lin. ft.	24-inch Concrete Pipe	5.00	750.00
600	lin. ft.	18-inch Extra Strength Concrete Pipe	4.25	2,550.00
1,300	lin. ft.	24-inch Extra Strength Concrete Pipe	5.50	7,150.00
90	lin. ft.	Salvaging Culvert Pipe	2.00	180.00
340	cu. yds.	Class "A" Concrete	65.00	22,100.00
64,000	lbs.	Metal Reinforcement	.15	9,600.00
10	only	Concrete Sight Posts	11.00	110.00
600	lin. ft.	Metal Guard Rail	3.25	1,950.00
10,000	cu. yds.	2½" - 0 Material in Base	2.75	27,500.00
4,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.00	12,000.00
300	M-gal.	Sprinkling	3.00	900.00
1.44	miles	Preparation of Base	200.00	288.00
280	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,120.00
44	tons	Furnishing and Placing RS-3 Asphalt in Binder Course	50.00	2,200.00
6,000	tons	Class "B" Asphaltic Concrete	7.25	43,500.00
26	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	1,430.00
160	cu. yds.	Aggregate in Seal Coat	5.00	800.00
			Subtotal	$494,340.00
			10% Engr. & Cont.	49,434.00
			Total	$543,774.00

Length of Roadway	1.435 miles
Cost per Mile	$378,936.58

Type Code 6201
2-lane Roadway (Sta. 274+75 to 373+90)

All Required		Clearing and Grubbing (55%)		$ 24,750.00
250	cu. yds.	Structural Excavation, Unclassified	$ 3.50	875.00
50	cu. yds.	Trench Excavation, Unclassified	3.00	150.00
82,800	cu. yds.	General Excavation, Location "A", Unclassified	.50	41,400.00
260,000	cu. yds.	General Excavation, Location "B", Unclassified	.30	78,000.00
900,000	yd. sta.	Short Overhaul	.015	13,500.00
19,900	C-yd. sta.	Long Overhaul	.45	8,955.00
1.88	miles	Finishing Roadbed and Slopes	800.00	1,504.00
9,000	lin. ft.	Rounding Cutbanks	.20	1,800.00

50	lin. ft.	12-inch Concrete Pipe	$ 2.50	$ 125.00
340	lin. ft.	18-inch Concrete Pipe	3.75	1,275.00
400	lin. ft.	18-inch Extra Strength Concrete Pipe	4.25	1,700.00
50	lin. ft.	Salvaging Culvert Pipe	2.00	100.00
40	only	Concrete Sight Posts	11.00	440.00
900	lin. ft.	Metal Guard Rail	3.25	2,925.00
10,000	cu. yds.	2½" - 0 Material in Base	2.75	27,500.00
4,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.00	13,200.00
300	M-gal.	Sprinkling	3.00	900.00
1.88	miles	Preparation of Base	200.00	376.00
220	cu. yds.	3/4" - 0 Material in Binder Course	4.00	880.00
36	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,800.00
5,200	tons	Class "B" Asphaltic Concrete	7.25	37,700.00
20	tons	Emulsified Asphalt in Seal Coat	55.00	1,100.00
120	cu. yds.	Aggregate in Seal Coat	5.00	600.00

Subtotal	$261,555.00
10% Engr. & Cont.	26,155.50
Total	$287,710.50

Length of Roadway	1.878 Miles
Cost per Mile	$153,200.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Pavement	$ 12,743.50	$ 7,895.00	$ 4,848.50
3-Lane Pavement	543,774.00	336,868.00	206,906.00
2-Lane Pavement	287,710.50	178,237.00	109,473.50
	$844,228.00	$523,000.00	$321,228.00

WINCHESTER BAY-CLEAR LAKE SECTION

PROJECT NO. FF-128 (5)

While negotiations for rights of way are in progress, four parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 15 days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

R

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DEC 4 1952
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RF-199(5)

3656

December 3, 1952

Soule' Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Attention: Mr. W. T. Brownridge

Gentlemen:

We have your letter of November 28 in which you inquire as to the date of acceptance of State Highway Contract No. 3656 and also as to the weight of reinforcing steel, including that in handrail posts as allowed and paid for on the final estimate.

Contract No. 3656 was awarded to E. L. Gates and Company, Inc., for grading and paving the Winchester Bay-Clear Lake Unit of the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County, and it is not contemplated that this contract will be finished until about August 31, 1953.

In the event that you had some other contract in mind, please let us know and we will recheck the matter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

R

12-1-52

Slim Gordon

Soulé Steel among other things has requested "Total wt of reinforcing steel including Handrail posts as allowed & paid for on final estimate - contract 3656."
Can you provide this info?

FQuery

Doug - Can you answer ?? Eag

Winchester Bay
clear Lake

not expected to be done until 8-31-53

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DEC 1 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY

STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

November 28, 1952

Oregon State Highway Commission
Salem, Oregon

Subject: Box Culverts
Winchester Bay, Oregon
State Contract 3656 - Our PR 8976

Gentlemen:

We installed reinforcing steel on the above job and would appreciate having the following information:

1. Total weight of reinforcing steel, including that in Handrail Posts, as allowed and paid for on final estimate.
2. Date of acceptance of job and release of retained percentages.

Thank you very much for this information.

Very truly yours,

SOULE' STEEL COMPANY

WTBrownridge

W.T. Brownridge

WTB hm

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DEC 1 1952
OREGON
STATE HIGHWAY COMMISSION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1952

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The subcontract between E. L. Gates & Co., Inc. and Porter W. Yett, covering Items 24 to 30, inclusive, on the Winchester Bay - Clear Lake Unit of the Oregon Coast Highway, Ore. BF-128 (5), is approved.

I am returning herewith 4 copies of the subcontract for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

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FORM E-30X 25M 11-50 44702

BF 128(5)

3656

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1952

SUBJECT:

To:
Mr. Ron Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The subcontract between E. L. Gates & Co., Inc. and Oscar Joelson, covering Items 18 to 23, inclusive, on the Winchester Bay - Clear Lake Section of the Oregon Coast Highway, Ore. BF-128 (5), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1952

[illegible]
3656

SUBJECT:

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith letter from Soule' Steel Company concerning steel for the box culvert at Winchester Bay and having to do with the possibility of a lien being filed to cover the cost of material.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

Filing
BY SECRETARY

[illegible]

4-24-52

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5155

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

April 18, 1952

Oregon State Highway Commission
Salem
Oregon

RECEIVED
APR 24 [illegible]
OREGON STATE HIGHWAY COMMISSION

Subject: Box Culvert
Winchester Bay, Oregon
State Contract #3656

Gentlemen:

We have entered into a sub-contract with E.L. Gates & Company, Inc., 444 Center Street, Salem, Oregon, to furnish material as follows:

Reinforcing steel and installation of same for the Box Culvert at Winchester Bay, Clear Lake Unit, Winchester Bay, Oregon.

Said E.L. Gates & Company, Inc. has ordered the above as your contractor and we have been informed the above mentioned material is to be shipped from our warehouse and a lien may be claimed.

This notice is sent to you as the owner or reputed owner of the premises upon which said materials are to be used and installed in compliance with the laws of the State of Oregon and is not to be construed as a reflection upon your contractor, but is being sent you solely as a matter of record in the normal course of business routine.

Very truly yours,

SOULE' STEEL COMPANY

W.T. Brownridge

NOTED
W. C. WILLIAMS

WTB hm
cc: E.L. Gates & Company, Inc.
444 Center Street, Salem, Oregon

General Casualty Company - Bond #221324
209 S.W. 4th, Portland, Oregon

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APR 23 1952
OFFICE OF
STATE HIGHWAY ENGINEER

4-18-52

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[illegible]

3656

April 15, 1952

E. L. Gates & Co.,Inc.
444 Center Street
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3656, which was awarded to you on March 13, 1952 by the State Highway Commission, for grading and paving on the Winchester Bay-Clear Lake Unit of the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County.

We are also mailing an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gi
encl. 1

Recorded 4/15, g

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FOR FILING

March 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 19, 1952 on Contract No. 3656, Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section, in connection with Federal Aid Project No. BF-128 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

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MAR 1 [illegible] 1952
FOR FILING

[illegible]

[illegible]

March 17, 1952

E. L. Gates & Co., Inc.
444 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3656 for grading and paving the Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in Douglas County. This award was based on your low bid of $731,139.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

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MAR [illegible] 52
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-128(5)

[illegible]

March 13, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project BF-128(5), Winchester Bay-Clear Lake Unit of the Oregon Coast Highway, to E. L. Gates and Company, Inc., of Salem, Oregon, low bidder in the amount of $731,139.00 at the March 13, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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MAR [illegible] 1952
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

BF. 128(5)

3656

BF 128(5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-128(5), Winchester Bay-Clear Lake Unit, Winchester Bay-Forest Boundary Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

File

RECEIVED
MAR 7 1952
FOR FILING
OREGON DISTRICT

BF-128(5)

3656

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 27, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project No. BF-128(5)
Winchester Bay-Clear Lake Unit
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Copy made
for Mr. [illegible]

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FOR FILING

[illegible]

[illegible]

November 23, 1951

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Dear Mr. Chandler:

In relation to the Winchester Bay-Forest Boundary Section of US101, I give you the following information relative to the financing of the construction of this section:

In our current approved bond program we have an amount of $700,000 which will grade and pave a 2.2-mile section designated as the Winchester Bay-Clear Lake Unit.

We have in the 1954 federal-aid program, which funds should be allocated about November, 1952, $500,000 which will complete the grading and paving, as per our present estimate, from the south end of the Winchester Bay-Clear Lake project to the forest boundary. Now we have an additional $200,000 allocated in the third, fourth, and fifth year federal-aid program, but our present estimates indicate that this will not be needed; however, it is still being carried in reserve in the five-year program.

We also have in the third and fourth year of the bond program the sum of $300,000 allocated to the Forest Boundary-Hauser Section. This was allocated on the basis that the Bureau of Public Roads might not be able to obtain sufficient funds to complete all of the forest section between the Douglas-Coos County line and Hauser. The Bureau's present plans are to utilize the $335,000 fund it now has to grade a section from Hauser north to Tenmile Creek, a distance of approximately 5½ miles, this work to be done in 1952. An additional $265,000 has been allocated but not yet appropriated, which will complete the grading from Tenmile Creek to the north forest boundary. The Bureau then hopes to be able to appropriate $500,000 in 1954 to complete the surfacing and paving of the entire section.

In the event that the Bureau of Public Roads does not get this $500,000, the $200,000 we now have in reserve from Winchester Bay to the county line, plus the $300,000 of bond funds allocated to the Forest Boundary-Hauser Section, could be used to take up the slack.

I attach hereto a map on which I have indicated the various sections, the estimated cost, and when it is proposed to do the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Encl.

S-50(2)   N. Unit, Princeton-Folly Farm 1952
S-53(3)   Sec. of the Diamond Valley & Rome-
#3657   Princeton Highway, south of Crane.

NOTED
State Highway
FOR FILING

3657

May 8th, 1953

FINAL COST ANALYSIS

N. Unit, Princeton-Follyfarm Section
Contract #3657

Diamond Valley & Rome-Princeton Highways
Prefix 113-1027 S-50(2) & S-53(3)

Heavy Hauling Company, Contractor
John T. Burch, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing		All	$10,070.00	$	$ 4,963.27	$10,070.00
Struct. Excav., Unclass.	337.15	Cu. Yd.	2.00	1.21	408.19	674.30
Trench " "	87.61	" "	2.00	1.30	113.74	175.22
General " "	85,197.7	" "	0.25	0.296	25,295.43	21,299.43
Short Overhaul	67,075	Yd. Sta.	0.02	0.02	1,341.50	1,341.50
Long "	1,117.6	C-Yd. Sta.	0.50	0.50	558.80	558.80
Finishing R/B & Slopes	10.57	Mile	300.00	191.53	2,024.48	3,171.00
12" Corr. Metal Pipe	336	Lin. Ft.	3.00	2.76	928.32	1,008.00
18" " " "	2,212	Lin. Ft.	4.90	3.80	8,402.35	10,838.80
24" " " "	492	" "	6.00	5.60	2,755.13	2,952.00
Selected Cinder Topping	51,048	Cu. Yd.	0.30	0.318	16,237.60	15,314.40
Hauling " "	121,427.5	Yd. Mi.	0.08	0.086	10,445.58	9,714.20
*3/4"-0 Mat'l. in Level Course & Shldrs.	7,710	Cu. Yd.	2.20	2.74	21,089.27	16,962.00
Sprinkling	3,257.15	M/Gal.	4.00	3.93	12,811.20	13,028.60
**Preparation of Base	10.57	Mile	100.00	84.56	893.85	1,057.00
**3/4"-0 Mat'l. in Binder Course	1,344	Cu. Yd.	2.50	3.35	4,504.28	3,360.00
**Furn. & Place Aggregates	3,162	" "	3.50	3.68	11,638.14	11,067.00
** " " " MC-3 Asphalt	220.93	Ton	45.00	41.59	9,189.01	9,941.85
** " " " 150-200 Asphalt	199.02	"	43.00	40.99	8,158.72	8,557.86
**Furn. & Place RS-1 Asphalt	109.51	"	46.00	43.63	4,777.30	5,037.46
*3/4"-0 Cr. Mat'l. in Stockpiles	1,408	Cu. Yd.	2.25	2.218	3,122.94	3,168.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*½"-¼" Cr. Mat'l. in Stockpiles	1,458.3	Cu. Yd.	$2.25	$2.218	$ 3,234.51	$ 3,281.18
*¼"-10 Cr. Mat'l. in Stockpiles	653.1	" "	2.25	2.218	1,448.58	1,469.48
PA #1, Prepare Stockpile Sites		All	100.00		58.00	100.00
*PA #2, Purchase Excess 3/4"-0 Rock in Stockpile	1,067.1	Cu. Yd.	1.75	2.218	2,366.83	1,867.43
*PA #2, Purchase Excess Oil Aggregate in Stockpile	656.4	" "	2.00	2.218	1,455.90	1,312.80
SP Haul Adj., Favor of State	65.5	Yd. Mi.	0.10			- 6.55
					$158,222.92	$157,321.76

* Work done all or part by Newport Construction Co.

** Work done all or part by Babler Bros.

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
Heavy Hauling Company	$93,709.20	$90,321.54	$3,387.66	$	3.6%	
Newport Construction Co.	32,476.89	38,734.39		6,257.50		19.2%
Babler Bros., Inc.	31,135.67	29,166.99	1,968.68		6.3%	

Heavy Hauling Co.

Detail of Cost

Labor:

Labor and Supervision	$33,233.10	
Labor Insurance	2,208.37	
		$35,441.47

Materials:

12" Corr. Metal Pipe	336	lin. ft.	at $1.81	$ 608.16	
12" " " Bands	10	each	" 2.64	26.40	
18" Corr. Metal Pipe	2,212	lin. ft.	" 2.60	5,751.20	
18" " " Bands	24	each	" 3.95	94.80	
24" Corr. Metal Pipe	492	lin. ft.	" 3.98	1,958.16	
24" " " Bands	13	each	" 4.88	63.44	
					8,502.16

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$33,352.10	
Gas, Oil & Grease	7,959.29	
P.U.C.	109.00	
P.L. & P.D. Insurance	414.68	
Freight & Cartage	460.00	
Small Tools & Misc. Supplies	668.30	
Cost of Water	502.50	
Bond	1,140.94	
Home Office & General Overhead	1,771.10	
		46,377.91
Total Cost		$90,321.54

Newport Construction Co.

Detail of Cost

Labor:		
Labor & Supervision	$16,601.84	
Labor Insurance	1,154.12	
		$17,755.96
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$15,521.67	
Gas, Oil & Grease	3,809.74	
P.L. & P.D. Insurance	209.52	
Freight & Cartage	368.00	
Small Tools & Misc. Supplies	310.00	
Home Office & General Overhead	759.50	
		20,978.43
Total Cost		$38,734.39

Breakdown on Crushing Cost

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up	$4,564.30	17,458.9	Cu. Yd.	$0.262
Haul to Crusher	9,520.61	"	" "	0.545
Crushing	19,515.30	"	" "	1.117
Stockpiling at Plant	2,182.20	"	" "	0.125
Handling Rejects	2,951.98			0.169
	$38,734.39			$2.218

The crushing plant operated 414 hours, for an average production of 42.2 cu. yds. per working hour.

Note: This talus deposit ran about 65% rejects.

Rabler Bros.

Detail of Cost

Labor:					
Labor & Supervision				$4,335.01	
Labor Insurance				292.61	
					$ 4,627.62
Materials:					
MC-3 Asphalt	220.93	tons at	$23.50	$5,191.88	
Freight on MC-3 Asphalt	220.93	" "	12.67	2,798.74	
150-200 Asphalt	199.02	" "	22.00	4,378.44	
Freight on 150-200 Asphalt	199.02	" "	12.67	2,522.34	
RS-1 Asphalt	109.51	" "	24.87	2,723.08	
Freight on RS-1 Asphalt	109.51	" "	12.09	1,323.74	
					18,938.22
Equipment Rentals & Misc. Supplies:					
Equipment Rentals (Owned)				$3,415.40	
Gas, Oil & Grease				1,287.70	
P.L. & P.D. Insurance				48.55	
Home Office & General Overhead				849.50	
					5,601.15
Total Cost					$29,166.99

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 10.57 miles of highway roadbed, construction of 10.57 miles of selected cinder topping and construction of 10.57 miles of Type 0-9 oil mat wearing surface. The project was bid and awarded March 13th, 1952. Work started April 7th, 1952, and was completed August 26th, 1952.

Clearing and grubbing consisted of sagebrush and a few scattered juniper trees. Clearing was done with D-8 cat with brush dozer, #12 caterpillar blade and a crew of three men.

Grading operations started April 19th, 1952, and were completed June 20th, 1952. Grading was done with two D-8 cats and dozers, two tournapulls and one #12 caterpillar blade. Excavation consisted of fine powdery soil which was hard to load in tournapulls. Having low production on excavation, this item shows a loss.

Selected cinder topping was obtained from thw two designated sources, one located 0.5 mile northeast of M.P. 8.6 on the Diamond Valley Highway and the other located 0.1 mile north of M.P. 17.0 on the Rome-Princeton Highway. A 3/4 cu. yd. shovel was used in loading cinders into six company-owned trucks. The 3/4 cu. yd. shovel had difficulty digging the cinders, which resulted in low production on cinder topping. The cinders were handled on the road with D-8 cat and dozer and #12 cat blade.

The crushed materials were obtained from a talus deposit located 0.25 mile north of M.P. 13.9 on the Rome-Princeton Highway. This talus deposit ran 65% dirt and rejects. Having low bid prices on crushed materials with high percentage of rejects, the crushing contractor suffered a loss.

Oiling operations were started August 13th, 1952, and completed August 21st, 1952. Having good equipment on oiling with good production, the oiling contractor realized a small profit.

Having low production on excavation, the contractor was able to realize only a small profit from this project.

F. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

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5-50(2)
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OREGON STATE HIGHWAY DEPARTMENT
(date)
March 13, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3657	9-final	KOPPISCH CONSTR. CO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4221	R62104	$ 4,719.21	3/13/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 15, 1953

Time Extensions: None

Completion Date: Aug. 26, 1952

Date Accepted: Sep. 22, 1952

Penalties: None

Claims: None

Remarks:

Date: 3-17-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 18 1953

NO

3-15-53

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S-50(1)
S-[illegible]
3657

March 5, 1953

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 3657 for grading and surfacing on the North Unit, Princeton-Follyfarm Section of the Diamond Valley and Rome-Princeton highways in Harney County was completed by the contractor, Koppisch Construction Company, on August 26, 1952, and was formally accepted by the Highway Commission on September 22, 1952.

Final payment in the amount of $4,719,21 will be released to the contractor, assigned to The Bank of St. Helens, on or after March 16th. The total contract amount is $157,321.76, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Rodgers Construction Co., Inc.
803 Title & Trust Building
Portland 4, Oregon

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3-50(2)
3-50(2)
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December 18, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Koppisch Construction Co., assigned to The Bank of St. Helens, in connection with contract No. 3657, covering the North Unit of the Princeton-Follyfarm Section of the Diamond Valley and Rome-Princeton Highways in Harney County.

This payment, in the amount of $693.27, will be released to the contractor on or after December 29, 1952. The retained percentage is $4,719.67.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
[illegible]

Form E-1 R

S-50(2)
S-53(3)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 6, 1952

Section N. Unit, Princeton - Follyfarm

Kind of work Grading & Oil Mat Surfacing

Highway Diamomd Valley & Rome - Princeton.

Section prefix 113-1027. S-50(2) & S-53(3)

Contractor Heavy Hauling Co.

Contract number 3657.

Date of contract March 13, 1952

Date of completion July 15, 1953

Date work started April 7, 1952

Estimated date of completion August 26, 1952

Amount of contract $ 152,125.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 164,165.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 12,600., 8.2 %

Date project was completed August 26, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semifinal estimate completed and sent to the Division Engineer on December 4.

Final Report

NOTED
H. G. SMITH

RECEIVED
DEC 8 - 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed John T. Burch

Address Burns, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.57	10.57		10.57	
Miles partially completed	.	.		.	
Miles completed	.	.		.	
Total estimated quantities	70,000.	53000.Cinders 8000. Lev Crse.	3150.	660. tons 6300. Agg.	
Estimated quantities moved or placed to date	34,900.	51048. Cinders 7710. Lev. Crse.	3519.	529. tons 4506. Agg.	
Average daily quantities	950.	270.	28.		
Average daily quantities necessary to complete project on time	Completed	Completed	Completed.	Completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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S-5[illegible](1)
[illegible]
3(3)

September 17, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Koppisch Construction Co.,Inc., assigned to The Bank of St. Helens, a portion of the funds heretofore retained by the Commission on contract No. 3657, covering the North Unit, Princeton-Follyfarm Section of the Diamond Valley and Rome-Princeton Highways in Harney County.

This payment, in the amount of 46,844.01, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,594.53. The present payment will be released to the contractor on or after September 27, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

9-17-52, gl

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S-50 (2) S-53 (3)

3657

August 27, 1952

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 26, 1952 on Contract No. 3657, North Unit, Princeton-Follyfarm Section, in connection with Federal Aid Project No. S-50 (2), S-53 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEW:mlr

cc: John Cattrall

Form PR 2 (Revised 1946)

State Oregon

Project No. S-53(3)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of August, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of January, 1952, a program, which was approved on the 12th day of February, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-five thousand and 00/100 dollars ($85,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 504+50 in the SW 1/4, Section 30, T-26-S, R-34-E, W.M., and survey station 554+40 in the NE 1/4, Section 20, T-27-S, R-35-E, W.M., without exception

______, length 8.981 miles, in Harney County, being Oregon Federal Aid/ Secondary project No. S-53(3), consisting of 8.981 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ______ ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Servic appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secondary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-five thousand and 00/100 dollars ($85,000.00), which does not exceed the authorized Federal pro rata share of one hundred thirty-seven thousand five hundred twenty-four and 75/100 dollars ($137,524.75), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-2

OREGON DISTRICT
FEB 5 1952

Oregon State Highway Department

Federal Aid Secondary
Project No. S-53 (3)

NORTH UNIT, PRINCETON-FOLLYFARM SECTION OF THE ROME-PRINCETON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement, based on low bid prices.)

Salem, Oregon, April 22, 1952

Type Code 3210
Roadway (Sta. 504+50 to 604+23.0 - 179+90.4 to 554+40)
Contract No. 3557)

All Required		Clearing and Grubbing (85%)		$ 8,559.50
260	cu. yds.	Structural Excavation, Unclassified	$ 2.00	520.00
190	cu. yds.	Trench Excavation, Unclassified	2.00	380.00
61,000	cu. yds.	General Excavation, Unclassified	.25	15,250.00
48,000	yd. stas.	Short Overhaul	.02	960.00
180	C-yd. stas.	Long Overhaul	.50	90.00
8.97	miles	Finishing Roadbed and Slopes	300.00	2,691.00
270	lin. ft.	12-inch Corrugated Metal Pipe	3.00	810.00
1,850	lin. ft.	18-inch Corrugated Metal Pipe	4.90	9,065.00
540	lin. ft.	24-inch Corrugated Metal Pipe	6.00	3,240.00
45,000	cu. yds.	Selected Cinder Topping	.30	13,500.00
109,000	yd. mi.	Hauling Cinder Topping	.08	8,720.00
7,100	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	15,620.00
1,400	M-gals.	Sprinkling	4.00	5,600.00
8.97	miles	Preparation of Base	100.00	897.00
2,100	cu. yds.	3/4" - 0 Material in Binder Course	2.50	5,250.00
3,200	cu. yds.	Furnishing and Placing Aggregates	3.50	11,200.00
190	tons	Furnishing and Placing MC-3 Asphalt	45.00	8,550.00
200	tons	Furnishing and Placing 150-200 Asphalt	43.00	8,600.00
120	tons	Furnishing and Placing RS-1 Asphalt	46.00	5,520.00
			Subtotal	$125,022.50
			10% Engr. & Cont.	12,502.25
			Total	$137,524.75

Length of Roadway	8.981 miles
Cost per Mile	$15,312.85

Federal Funds- -	$ 85,000.00
State Funds- -	52,524.75
	$137,524.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-53 (3)

NORTH UNIT, PRINCETON-FOLLYFARM SECTION OF THE ROME-PRINCETON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 14, 1952

Type Code 3210
Roadway (Sta. 504+50 to 604+23.0 = 179+90.4 to 554+40)

All Required		Clearing and Grubbing (85%)		$ 2,550.00
260	cu. yds.	Structural Excavation, Unclassified	$ 3.00	780.00
190	cu. yds.	Trench Excavation, Unclassified	2.50	475.00
61,000	cu. yds.	General Excavation, Unclassified	.25	15,250.00
48,000	yd. stas.	Short Overhaul	.015	720.00
180	C-yd. stas.	Long Overhaul	.50	90.00
8.97	miles	Finishing Roadbed and Slopes	400.00	3,588.00
270	lin. ft.	12-inch Corrugated Metal Pipe	3.50	945.00
1,850	lin. ft.	18-inch Corrugated Metal Pipe	4.50	8,325.00
540	lin. ft.	24-inch Corrugated Metal Pipe	5.50	2,970.00
45,000	cu. yds.	Selected Cinder Topping	.35	15,750.00
109,000	yd. mi.	Hauling Cinder Topping	.09	9,810.00
7,100	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	17,750.00
1,400	M-gals.	Sprinkling	5.00	7,000.00
8.97	miles	Preparation of Base	150.00	1,345.50
2,100	cu. yds.	3/4" - 0 Material in Binder Course	3.50	7,350.00
3,200	cu. yds.	Furnishing and Placing Aggregates	3.75	12,000.00
190	tons	Furnishing and Placing MC-3 Asphalt	47.00	8,930.00
200	tons	Furnishing and Placing 150-200 Asphalt	45.00	9,000.00
120	tons	Furnishing and Placing RS-1 Asphalt	48.00	5,760.00
			Subtotal	$130,388.50
			10% Engr. & Cont.	13,038.85
			Total	$143,427.35

Length of Roadway 8.981 miles
Cost per Mile $15,970.08

Federal Funds- -	$ 89,000.00
State Funds- -	54,427.35
	$143,427.35

PR 2 (Revised 1946)

State Oregon

Federal Aid Secondary

Project No. S-50(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

S-50(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of August, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of January, 1952, a program, which was approved on the 12th day of February, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirteen thousand 00/100 dollars ($13,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 420+40 in the NW 1/4, Section 19, T. 26 S., R. 34 E., W.M., and survey station 504+50 in the SW 1/4, Section 30, T. 26 S., R. 34 E., W.M., without exception,**

, length **1.593** miles, in **Harney** County,

being **Oregon Federal Aid / Secondary** project No. **S-50(2)**, consisting of **1.593** miles of

roadway and **no** bridges, xxx of more than 20 feet clear span, xxxxxxxxxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secondary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

PARTMENT

have been made available

ude date and citation o

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **thirteen thousand and 00/100** dollars ($**13,000.00**), which does not exceed the authorized Federal pro rata share of **twenty-two thousand, seventeen and 05/100** dollars ($**22,017.05**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By Ben R. Chandler

Chairman, State Highway Commission

(Title of officer)

By Chas H Reynolds

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-2

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AUG 7 - 1952
DIVISION 8

OREGON
AUG 5 1952

NORTH UNIT, PRINCETON-FOLLYFARM SECTION

PROJECT NOS. S-50 (2) AND S-53 (3)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 20, 1952

Oregon State Highway Department

Federal Aid Secondary
Project No. S-50 (2)

NORTH UNIT, PRINCETON-FOLLYFARM SECTION
OF THE DIAMOND VALLEY HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 22, 1952

Type Code 3210
Roadway (Sta. 420+40 to 504+50) (Contract No. 3657)

All Required	Clearing and Grubbing (15%)		
40 cu. yds.	Structural Excavation, Unclassified		$ 1,510.50
10 cu. yds.	Trench Excavation, Unclassified	$ 2.00	80.00
9,000 cu. yds.	General Excavation, Unclassified	2.00	20.00
7,000 yd. stas.	Short Overhaul	.25	2,250.00
40 C-yd. stas.	Long Overhaul	.02	140.00
1.60 miles	Finishing Roadbed and Slopes	.50	20.00
30 lin. ft.	12-inch Corrugated Metal Pipe	300.00	480.00
350 lin. ft.	18-inch Corrugated Metal Pipe	3.00	90.00
8,000 cu. yds.	Selected Cinder Topping	4.90	1,715.00
5,000 yd. mi.	Hauling Cinder Topping	.30	2,400.00
1,300 cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	.08	400.00
200 M-gals.	Sprinkling	2.20	2,860.00
1.60 miles	Preparation of Base	4.00	800.00
400 cu. yds.	3/4" - 0 Material in Binder Course	100.00	160.00
600 cu. yds.	Furnishing and Placing Aggregates	2.50	1,000.00
30 tons	Furnishing and Placing MC-3 Asphalt	3.50	2,100.00
40 tons	Furnishing and Placing 150-200 Asphalt	45.00	1,350.00
20 tons		43.00	1,720.00
	Furnishing and Placing RS-1 Asphalt	46.00	920.00
		Subtotal	$20,015.50
		10% Engr. & Cont.	2,001.55
		Total	$22,017.05
	Length of Roadway	1.593 miles	
	Cost per Mile	$13,821.12	

Federal Funds- -$13,000.00
State Funds- 9,017.05

$22,017.05

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-50 (2)

NORTH UNIT, PRINCETON-FOLLYFARM SECTION OF THE DIAMOND VALLEY HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 14, 1952

Type Code 3210
Roadway (Sta. 420+40 to 504+50)

All Required		Clearing and Grubbing (15%)		$ 450.00
40	cu. yds.	Structural Excavation, Unclassified	$ 3.00	120.00
10	cu. yds.	Trench Excavation, Unclassified	2.50	25.00
9,000	cu. yds.	General Excavation, Unclassified	.25	2,250.00
7,000	yd. stas.	Short Overhaul	.015	105.00
40	C-yd. stas.	Long Overhaul	.50	20.00
1.60	miles	Finishing Roadbed & Slopes	400.00	640.00
30	lin. ft.	12-inch Corrugated Metal Pipe	3.50	105.00
350	lin. ft.	18-inch Corrugated Metal Pipe	4.50	1,575.00
8,000	cu. yds.	Selected Cinder Topping	.35	2,800.00
5,000	yd. mi.	Hauling Cinder Topping	.09	450.00
1,300	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.50	3,250.00
200	M-gals.	Sprinkling	5.00	1,000.00
1.60	miles	Preparation of Base	150.00	240.00
400	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,400.00
600	cu. yds.	Furnishing and Placing Aggregates	3.75	2,250.00
30	tons	Furnishing and Placing MC-3 Asphalt	47.00	1,410.00
40	tons	Furnishing and Placing 150-200 Asphalt	45.00	1,800.00
20	tons	Furnishing and Placing RS-1 Asphalt	48.00	960.00
			Subtotal	$20,850.00
			10% Engr. & Cont.	2,085.00
			Total	$22,935.00

Length of Roadway 1.593 miles
Cost per Mile $14,397.36

Federal Funds- -	$14,000.00
State Funds- -	8,935.00
	$22,935.00

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FOR FILING

[illegible]
[illegible]
[illegible]

Salem, Oregon
July 18, 1952

C. H Maison

COPY

I hand you herewith two certified copies of an assignment given by Heavy Hauling Company to Koppisch Construction Company, Inc., an Oregon Corporation, whereby the Heavy Hauling Company assigns to the Koppisch Construction Company all its rights, title and interest to three State Highway Contracts No. 3566, 3607, and 3657. This matter, you will recall, was on the Agenda for consideration by the Highway Commission at its meeting last week and was unanimously approved by the Commission at that time. One of the certified copies is for your records and files and the other is for transmittal to the Secretary of State.

I also hand you herewith, in duplicate, consent to the assignments by the Glens Falls Indemnity Company, surety on the bond furnished by Heavy Hauling Company in connection with each of these jobs, and you will note that in connection with Contract No. 3566 such consent also bears the approval of C. H. Grinstad and T. Vanderveldt, co-partners, who were joint adventures in this particular contract. Future payments in connection with each of the contracts should be made in conformity with the provisions of the assignment.

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: F. Query

Mr. Query:

I attach the original of the above mentioned assignment which should be filed in one of the three contracts concerned, with a copy of it in each of the other two contracts. I also attach the original of the consent of the surety. There are three of them, one for each job. Each consent should be filed with its respective contract. The entire transaction should, of course, be recorded on Mrs. Lewis's cards.

HBGlaisyer

July 18, 1952

Hickson, Dent and Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon

COPY

Attn: Mr. Seymour L. Coblens

Gentlemen:

You have been in correspondence with Mr. J. W. DeSouza, Assistant Counsel for the State Highway Commission, regarding the assignment of Highway Contracts awarded to Heavy Hauling Company by the State Highway Commission to Koppisch Construction Company, Inc., an Oregon Corporation. The written assignment as proposed was handed to me by Mr. DeSouza to secure the Highway Commission's consent thereto.

I presented the matter to the Highway Commission at its meeting last week and I am pleased to inform you that the Commission approved the assignment without dissenting vote. I am now handing a copy of the assignment to the Highway Commission's Chief Auditor for his information and guidance in the preparation of future vouchers in connection with the several contracts in which the Heavy Hauling Company was concerned, being State Highway Contracts No. 3566, 3607, and 3657, and I am asking him to prepare future estimate payments in conformity therewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

CC: Koppisch Construction Co.
Astoria, Oregon
C. H. Maison
J. W. DeSouza
F. Query

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FORM Z-30 25M 1-52 55419

AGENDA
JUL 1 [illegible]

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3657

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1952

SUBJECT: Assignment of Contracts
Nos. 3607, 3657 and 3566
A.F. & Ella M. Koppisch to
Koppisch Construction Co., Inc.

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original copy of letter from Mr. Coblens with reference to assignment of Contracts Nos. 3607, 3657 and 3566 from A. F. Koppisch and Ella M. Koppisch, doing business as Heavy Hauling Company, to Koppisch Construction Co., Inc.

The form of assignment bears the approval of C. H. Grimstad and T. Vanderveldt with reference to Contract No. 3566. The consent of Glens Falls Indemnity Company to the assignment of each of the contracts is attached.

Mr. Coblens' letter states that the assignment is effective as of June 1, 1952, so I believe that it would be desirable if the approval of the State Highway Commission to the assignments be secured as soon as possible and the Accounting Division be advised regarding payments.

You will note that the assignment and forms of consent of the surety have been approved by Mr. Enfield.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 5
cc: Hickson, Dent & Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon
Att: Mr. Coblens

S+C

ASSIGNMENT

THIS AGREEMENT, Dated this 1st day of June 1952, by and between A. F. Koppisch and Ella M. Koppisch. doing business as Heavy Hauling Co. hereinafter called assignors, and Koppisch Construction Co. Inc., an Oregon corporation, hereinafter called assignee.

WITNESSETH:

Whereas the assignors are parties to contracts with the Oregon State Highway Commission relating to certain State highway construction work which said contracts are more particularly designated as follows:

(See Schedule "A" attahed hereto)

Whereas, the assignors desire to assign all the benefits of said contracts to the assignee and the assignee desires to receive said benefits and for a valuable consideration agrees to become obligated with respect to the unfinished portion of said contracts.

NOW, THEREFORE, the parties hereto covenant and agree as follows:

(1) The assignors hereby assigns, sets over and transfers to assignee all of the rights of said assignors with respect to contracts above described and the assignors further assign to the assignee any and all sums of money due under said contracts now or which may be come due thereunder in the future and hereby directs and authorizes the said State Highway Commission to pay all said sums directly to the assignee.

(2) The assignee hereby agrees to assume any and all obligations of whatsoever nature and kind accruing pursuant to said contracts and agrees

COPY

to make all payments to all materialmen, laborers, subcontractors and other persons who may have performed labor or supplied materials in connection with said contracts and who have not yet been paid.

(3) The assignee further agrees that it shall be bound to the State Highway Commission and shall be obligated thereto to the same extent and in the same manner as it is had been the original contractor with the Oregon State Highway Commission.

(4) The parties hereto agree to execute any and all further documents that may be necessary to effectuate the purposes hereinabove set forth.

IN WITNESS WHEREOF, the assignors have hereunto set their hands and seals as of the day and year first hereinabove written, and the assignee has caused this instrument to be executed on its behalf by one of its duly authorized officers and to have its corporate seal hereto affixed pursuant to authority of the Board of Directors of said assignee as of the day and year first above written.

A. F. Koppisch (SEAL)

Ella M. Koppisch (SEAL)

Kopposch Construction Co. Inc.,

By A. F. Koppisch
President

WE HEREBY CONSENT TO THIS ASSIGNMENT insofar as it effects Contract No. 35[illegible]6.

C. H. Grimstad
C. H. Grimstad

T. Vandervelat
K. Vandervelat.

Approved as to form
and legality

C. W. Enfield, Chief Counsel

HICKSON, DENT & COBLENS
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND 4, OREGON
BROADWAY 0811

JOHN M. HICKSON
HOWARD DENT, JR.
SEYMOUR L. COBLENS

May 29, 1952

RECEIVED
JUN - 2 1952
LEGAL

State Highway Commission
Salem, Oregon

Attn: Mr. J. W. DeSouza
Re: Contracts Nos. 3566, 3607, 3547
A. F. and Ella M. Koppisch

Gentlemen:

Enclosed herewith please find the following documents:

(1) Original Assignment of the rights of the above named with respect to the above contracts to Koppisch Construction Co. Inc. an Oregon corporation, which said Assignment contains the consent of C. H. Grimstad and T. Vanderveldt, coadventurers under contract No. 3566.

(2) Consent of surety to above mentioned Assignment with reference to Contract No. 3607.

(3) Consent of surety with respect to above mentioned Assignment with respect to contract No. 3657.

(4) Consent of surety with respect to above mentioned Assignment with reference to contract No. 3566 upon which Consent is endorsed the consent of C. H. Grimstad and T. Vanderveldt as coadventurers.

You will note that this Assignment is dated as of June 1, 1952 and it is our intent that the assignment shall take effect as of that date.

A prequalification statement on behalf of Koppisch Construction Co. Inc. showing the financial condition of said company as of June 1, 1952 will be forwarded as soon thereafter as possible and will be in your hands very shortly.

If any questions arise with respect to this matter will you please call this office immediately.

Very truly yours
HICKSON, DENT AND COBLENS

Encls.
SLC/cst

April 29, 1952

Hickson, Dent & Coblens
Attorneys at Law
Yeon Building
Portland 4, Oregon

Re: Koppisch Construction Co., Inc.
Contracts No. 3607, 3657, 3566

Attention: Mr. S. L. Coblens

Dear Mr. Coblens:

In accordance with our telephone conversation this morning, I am returning to you herewith form of consent of Glens Falls Indemnity Company to substitution of principals in the three contracts in which Heavy Hauling Company is interested.

After discussion in this office it has been felt that there should be a separate substitution on each contract, and I am enclosing herewith three copies of acceptable form with respect to each substitution. You will note that with respect to Contract No. 3566 there is a form of approval of the substitution by C. H. Grimstad and T. Vanderveldt, copartners.

In order to secure the approval of the State Highway Commission we also should be supplied with a copy of the form of assignment between Heavy Hauling Company and Koppish Construction Co., Inc., which assignment should be approved by C. H. Grimstad and T. Vanderveldt insofar as it applies to Contract No. 3566.

We also should be supplied with a certified financial statement showing the assets and liabilities of Koppish Construction Co., Inc. as they will exist conditioned upon the approval of the State Highway Commission of the assignment of the contracts in question.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb

Enc. 10

HICKSON, DENT & COBLENS
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND 4, OREGON
BROADWAY 0511

JOHN M. HICKSON
HOWARD DENT, JR.
SEYMOUR L. COBLENS

April 28, 1952

RECE
1952

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. Desouza
Re: A. F. Koppisch and Ella M. Koppisch, dba Heavy Hauling Co. Contracts #3607, 3657, and Cannon Beach, Clatsop County Grading & surfacing

Gentlemen:

Enclosed herewith please find the Consent of the Glens Falls Indemnity Co., to the substitution of Koppisch Construction Co. Inc., as contractor under the above designated contracts with the State Highway Commission.

It would be appreciated if you would advise whether on the basis of this Consent of the surety you will consent to the assignment of the interest of the above named contractors to Koppisch Construction Co. Inc. Upon receipt of you consent we will have the proper documents executed by the parties and forward copies thereof to your office for your file.

If there is any question about this matter will you please communicate with this office by telephone.

Yours very truly

HICKSON, DENT AND COBLENS

Seymour L. Coblens

Encl.

SLC/cst

COPY

Schedule "A"

State Highway Contract No. 3566, awarded August 20, 195 , covering structure, grading and Bituminous macadam surfacing of the Cannon-Beach-Arcadia Section of Oregon Coast Highway, in Clatsop County, Oregon.

State Highway Contract No. 3607, awarded December 7, 195 , covering the grading and paving of the Bay City-Tillamook Section of the Oregon Goast Highway, in Tillamook County, Oregon

State Highway Contract No. 3657, awarded March 13, 1952, covering the grading and oil mat surfacing of the N. Unit, Princeton-Follyfarm Section Diamond Valley and Rome-Princeton Highway in Harney County, Oregon.

COPY

COPY

CONSENT OF SURETY

Consent of surety is hereby given to the substitution of KOPPISCH CONSTRUCTION CO., INC., as contractor under State Highway Contract No. 3657, awarded March 13, 1952, covering the grading and oil mat surfacing of the N. Unit, Princeton-Follyfarm Section, Diamond Valley and Rome-Princeton Highway in Harney County, and surety agrees that its bond accompanying and covering said contract in the amount of One Hundred Fifty-two Thousand One Hundred Twenty-five and 50/100 ($152,125.50) Dollars, shall remain in full force and effect with such substitution of parties having been made.

Dated at Portland, Oregon, this 29th day of May, 1952.

GLENS FALLS INDEMNITY COMPANY
of Glens Falls, New York

By Allyn R. Hunter
Allyn R. Hunter, Attorney

COUNTERSIGNED:
By Allyn R. Hunter
ROGERS INSURANCE AGENCY, INC.
Resident Agents Oregon

Approved as to form and

legality

C. W. Enfield, Chief Counsel

COPY

FILING

COPY

3657

CONSENT OF SURETY

Consent of surety is hereby given to the substitution of KOPPISCH CONSTRUCTION CO., INC., as contractor under State Highway Contract No. 3657, awarded March 13, 1952, covering the grading and oil mat surfacing of the N. Unit, Princeton-Follyfarm Section, Diamond Valley and Rome-Princeton Highway in Harney County, and surety agrees that its bond accompanying and covering said contract in the amount of One Hundred Fifty-two Thousand One Hundred Twenty-five and 50/100 ($152,125.50) Dollars, shall remain in full force and effect with such substitution of parties having been made.

Dated at Portland, Oregon, this 29th day of May, 1952.

GLENS FALLS INDEMNITY COMPANY
of Glens Falls, New York

By Allyn R. Hunter
Allyn R. Hunter, Attorney

COUNTERSIGNED:
By Allyn R. Hunter
ROGERS INSURANCE AGENCY, INC.
Resident Agents Oregon

Approved as to form and

legality

C. W. Enfield, Chief Counsel

COPY

RECEIVED
MAY 10 1952
FOR FILING

3607

May 9, 1952

Heavy Hauling Company
P.O. Box 327
Astoria, Oregon

Attention: Mr. Harold W. Oja

Gentlemen:

This acknowledges your letter of May 7, 1952 transmitting three copies each of two assignments in favor of the Bank of St. Helens, the first one being in connection with the Bay City-Tillamook grading and paving project, Contract No. 3607, and the other concerning the Princeton-Folly Farm grading and surfacing project, Contract No. 3657.

By these assignments the Heavy Hauling Company assigns to the bank all monies now due or hereafter to become due in connection with the above mentioned jobs. I also acknowledge the letter from Glens Falls Indemnity Company consenting to both assignments without prejudice to the bonds. The assignments appear to be in proper order and we shall be glad to honor them.

Until further advice to the contrary, warrants in connection with both jobs will be prepared payable to the order of Heavy Hauling Company, assigned to the Bank of St. Helens.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mhs
cc: C. H. Maison

Mr. Maison: I attach hereto for your information and transmittal to the Secretary of State, an executed copy of each of the assignments mentioned in the above letter. I also attach a copy of the surety company's consent in preparing future vouchers in connection with both of these jobs. Will you kindly follow the instructions contained in these assignments.

HBG

(over)

SCH, OWNER.
A. F. (BUD) KOPPISCH, MANAGER

Modern Equipment for Heavy Hauling.

HEAVY HAULING COMPANY

Heavy Equipment and Materials :: Long or Short Hauls

PROMPT, EFFICIENT SERVICE
P. O. BOX NO. 327, PHONE 364

Astoria, Oregon,
May 7, 1952

Mr. H. B. Glaisyer, Secretary,
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed please find the Assignment of Claim forms for contracts 3607 and 3657 and a letter of consent from our surety.

Thank you very much for your assistance in this matter.

Yours very truly,

Heavy Hauling Company

By Harold W. Oja
Harold W. Oja

HWO/ks

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAY 9 1952
OREGON
STATE HIGHWAY COMMISSION

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[illegible]

Form A-304—3M—12-41

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and no/100 ($ 10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies now due or hereafter to become due us from the State of Oregon in connection with State Highway Contract No. 3657, No. Unit, Princeton-Folly Farm grading & surfacing project. to The Bank of St. Helens and authorize and empower said The Bank of St. Helens to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 7th day of May, 1952.

Executed in the presence of us as witnesses:

Harold M. [illegible]

Gunnar W. Johanson

HEAVY HAULING COMPANY

By A. F. [illegible]

By [illegible]

STATE PRINTING DEPT.

RECEIVED
FOR FILING

[illegible]
[illegible]
3657

April 14, 1952

Heavy Hauling Company
P. O. Box 327
Astoria, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3657 which was awarded to you on March 13, 1952 by the State Highway Commission, covering the North Unit, Princeton-Follyfarm Section of the Diamond Valley and Rome-Princeton Highways in Harney County.

We are also mailing an executed copy to this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 4-14-52 gl

RECEIVED
APR 1 1952
FOR FILING

3657

April 8, 1952

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 7, 1952 on Contract No. 3657, North Unit, Princeton-Follyfarm Section, in connection with Federal Aid Project No. S-50(2), S-53(3).

Very truly yours,

R.H. Baldock
State Highway Engineer

By

W.C. Williams
Assistant State Highway Engineer

DBP/se

RECEIVED
MAR 18 1952
FOR FILING

[illegible]

[illegible]

March 17, 1952

Heavy Hauling Co.
Box 327
Astoria, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3657 for grading and oil mat surfacing of the N. Unit, Princeton-Folly Farm Section of the Diamond Valley and Rome-Princeton Highways in Harney County. This award was based on your low bid of $152,125.50 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

RECEIVED

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 13, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-53(3), North Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway, to Heavy Hauling Company of Astoria, Oregon, who submitted the low combined bid of $152,125.50 for this project and Project S-50(2) at the March 13, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAR 19 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1[illegible] 1952
FOR FILING
OREGON DISTRICT

S-50(2) S-53(3)

3-17

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 13, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-50(2), North Unit, Princeton-Follyfarm Section of the Diamond Valley Highway, to Heavy Hauling Company of Astoria, Oregon, who submitted the low combined bid of $152,125.50 for this project and Project S-53(3) at the March 13, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 10 1952
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON DISTRICT
S-50(2)
[illegible]
[illegible]

S 50(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-50(2), North Unit, Princeton-Follyfarm Section of the Diamond Valley Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

S-53(2)
S-53(3)
#3657

S 53(3)

February 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-53(3), North Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

G. G. Polk
G. G. POLK
District Engineer

13-3306 Suntex Rock Prod. Project 1952
on the Central Ore. & Lakeview-Burns
#3658 Hwys. about 16 miles W. of Burns.

[illegible] #3-5-[illegible]

March 13, 1953

FINAL COST ANALYSIS

Contract #3658
Suntex Section

Prefix 13-8306
Central Oregon & Lakeview Hwys.
N. A. Toole Construction Co.-Contractor
John T. Burch-Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Gr. Materials in S. P.	4515.9	Cu. Yds.	$2.60	$1.95	$ 8,806.02	$11,741.34
½"-¼" Gr. Materials in S.P.	6,902	" "	2.60	1.95	13,445.74	17,945.20
¼"-#10 " " " "	3347.6	" "	2.60	1.95	6,529.00	8,703.76
S.P. Haul Adj., Favor of State	10,768	Yd. Mi.	0.10			- 1,076.80
					$28,780.76	$37,313.50

Gross Revenue	$37,313.50
Total Cost	28,780.76
Net Profit	$ 8,532.74

Net Profit Equals 22.8% of Gross Revenue

Suntex Rock Production
Contract #3658

Detail of Cost

Labor:		
Labor & Supervision	$7,812.00	
Labor Insurance	523.41	
		8,335.41
Equipment Rentals & Misc. Expense:		
Equipment Rentals (Owned)	7,808.10	
Hired Trucks (Without Operators)	6,694.25	
Gas, Oil & Grease	2,989.92	
Freight & Cartage	1,367.30	
P. U. C. Fees	70.00	
Misc. Supplies	312.00	
P.L. & P.D. Insurance	59.65	
Bond	335.00	
Home Office & General Overhead	809.13	
		20,445.35
Total Cost		$28,780.76

Suntex Rock Production
Contract #3658

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Setup	14,765.5	Cu. Yds.	$ 3,223.92	$0.218
Doze to Crusher	14,765.5	" "	3,457.21	0.234
Crush	14,765.5	" "	11,480.91	0.778
Haul to Stockpiles (Average Haul 9.1 Miles)	14,765.5	" "	9,422.41	0.638
Stockpile	14,765.5	" "	1,196.31	0.081
			$28,780.76	$1.949

Suntex Rock Production
Contract #3658

Remarks:

This was a State Project calling for crushing and stockpiling of approximately 16,000 cubic yards of crushed gravel or crushed cinders in stockpile. The contract was bid and awarded March 13, 1952.

On June 5, 1952, the contractor started moving in a three crusher plant into cinder deposit, located on the easterly side of and adjacent to the Lakeview-Burns Highway, at Mile Point 9.9. Crushing started June 14, 1952, and the project was completed July 31, 1952.

The crushing plant consisted of 15" x 24" jaw, 24" x 16" rolls, 3' Symons cone with conveyors and electric motors as required. The crusher was fed with TD 18 International Tractor and all crushed cinders were hauled in five - 5 cubic yard hired trucks. The crushing plant operated 317 hours for an average production of 46.5 cubic yards per hour.

The contractor having good bid prices with good production realized a nice profit from this project.

E. H. Clymer
Chief Cost Analyst

By . . . K. T. Wechter

RECEIVED
NOV 14 1952
FOR FILING
13-8306

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 10, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3658	3 & 4 Final	N. A. Toole Construction Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21246	None	$ 0.00	Nov. 10, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: None

Completion Date: July 31, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

The minus quantity which resulted when this estimate was figured, in the sum of 516.50, has been reconciled by check received from N. A. Toole Construction Co. (11-7-52) for this amount, which occasioned the necessity of this voucher No. 21246 being written for mere record and placed in our files as " Reference Voucher - No Charge "

Date: 11-10-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

POSTED ON C[illegible]
11-12-52

Warrant Mailed: NOV 10 1952

13-7306

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 22, 1952

SUBJECT: 3457

To:

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 2, 1952 concerning the Suntex Rock Production Project. I note you name three who are responsible for this over payment as Mr. Burch, Mr. Swift and myself. As a matter of fact, Mr. Burch and myself are the only ones responsible as Mr. Swift knew nothing of the details of the job.

I am very sorry this happened as this is the first overpayment to a contractor that I have ever had in my 35 years with the Department, for this reason I am very sorry this happened.

Yours very truly,

W. E. Chandler
WM. E. CHANDLER
Division Engineer

NOTED
W. C. WILLIAMS

WEC:me

REFERRED TO
Williams
by State Highway Engineer

Please Tell
Mr [illegible] I have noted
[illegible]
[illegible]

RECEIVED
OCT 23 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

[illegible]

[illegible]

Salem, Oregon
October 2, 1952

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

I am sending herewith copy of letter addressed to the N. A. Toole Construction Co. concerning an overpayment made to that company in connection with the Suntex Rock Production Project.

This overpayment, due in part to overestimating of quantities in partial estimates and in part to failure to evaluate and report a haul adjustment resulting from changes in material distribution, is a responsibility not only of resident engineer John T. Burch, but of yourself and Mr. Swift.

Overpayments of this kind are very embarrassing to me and could result in direct loss to the State. I would therefore appreciate your taking steps to insure against repetition of such error.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:tp

Encl.

cc: H. G. Smith
John T. Burch

RECEIVED
0[illegible] 1952
FOR FILING

12-[illegible]

[illegible]

October 2, 1952

General Casualty Company of America
J. C. Finlay, Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway contract No. 3658 covering the Suntex Rock Production Project on the Central Oregon and Lakeview-Burns Highways in Harney County was completed by the contractor, N. A. Toole Construction Co., on July 31 and was formally accepted by the Highway Commission on September 22, 1952.

The engineers' final checkup at the Salem Office disclosed there has previously been a slight overpayment made to the contractor. For this reason there will be no final payment forthcoming. The total contract amount is $37,313.50, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD
10-2-52, gf

RECEIVED
OCT 7 - 1952
FOR FILING

October 1, 1952

N. A. Toole Construction Co.
Ontario
Oregon

Gentlemen:

Reference is made to the final estimate for the Suntex Rock Production Project, Contract No. 3658.

Final calculation of the amount earned under this contract discloses the fact that the [redacted] paid to you to date is $516.50 in excess of the amount earned. $37,830

Copies of the final voucher statement and of the detailed estimate sheet are being submitted herewith. We would appreciate your return of the original copy of the voucher statement, duly executed, together with a remittance in the amount of $516.50 to cover the overpayment.

The overpayment resulted from the fact that our previous payments to you did not take into consideration the haul adjustment credit due the State as specified in the contract. The haul adjustment, in turn, resulted largely, if not entirely, from the fact that none of the 1,230 yards of material specified for delivery at stockpile site "E" was delivered to that site, a site to which the haul distance would have been in excess of 17 miles.

The average haul on the materials delivered under the contract was 8.028295 miles. To have made the distribution specified in the contract would have required an average haul of 8.757560 miles.

Your attention to this matter will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:tp
Encl.

cc: E. F. Chidsey
John T. Burch

REFERRED TO

Dy State Highway Engineer

Copy made for
Mr. [illegible]

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 30, 1952

Section Suntex Rock Production

Kind of work Rock Production

Highway Central Oregon & Lakeview-Burns

Section prefix 13-8306

Contractor N. A. Toole Construction Co.

Contract number 3658

Date of contract March 13, 1952

Date of completion July 31, 1952

Date work started June 5, 1952

Estimated date of completion July 31, 1952

Amount of contract . . . . $ 41,600.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 38,399.14

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 2,981.00, 7.2 %

Date project was completed July 31, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed July 31.

Semifinal estimate prepared and sent to the division office August 28.

Final Report

NOTED
H. G. SMITH

RECEIVED
SEP 2 - 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed John T. Burch

Address Burns

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			14,768.9		
Estimated quantities moved or placed to date			14,768.9		
Average daily quantities			263		
Average daily quantities necessary to complete project on time			completed		
Number shifts per day			"		
Hours per shift			"		
Average force on project for week			"		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
AUG 19 1952
FOR FILING

[illegible]

3658

August 15, 1952

General Casualty Company of America
Mr. J. C. Finlay, Agent
Board of Trade Building
Portland 4, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to N. A. Teele Construction Company a portion of the funds heretofore retained by the Commission on contract No. 3658, covering rock production on the Suntex Section of the Central Oregon and Lakeview-Burns highways in Harney County.

This payment, in the amount of $23,696.40, reduces the retained percentage to three percent of the total amount earned by the contractor, or the sum of $1,170.00. The present payment will be released to the contractor on or after August 25th.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Surety Department

[illegible] ON CARD

RECEIVED
FOR FILING

April 23, 1952

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on March 13, 1952, as follows:

Contract No. 3658, for rock production on the Suntex Section of the Central Oregon and Lakeview-Burns Highways in Harney County.

Contract No. 3661, for rock production on the Alkali Lake Section of the Lakeview-Burns Highway in Lake County.

Executed copies of the above contracts are also being mailed to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAR 1 8 1952
FOR FILING

1 8306
3658

March 17, 1952

N. A. Toole Construction Co.
P.O. Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3658 for the Suntex Rock Production Project on the Central Oregon and Lakeview-Burns Highways, Harney County. This award was based on your low bid of $41,600.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

BFI-174(16) Second St. Overcrossing of Col.
River Hwy. in Hood River.
#3659 SEE: BFI-174(16) #3631.

FF-26(9) Modoc Pt.-Barkley Springs Unit, 1952
Modoc Pt.-Algoma Sec. of The Dalles-
#3660 Calif. Hwy., north of Klamath Falls.

F. L. SOMERS
GENERAL CONTRACTOR
Box [illegible]
MEDFORD, OREGON

RECEIVED
DEC 07 1956
FOR FILING

EF-26

November 21, 1956

Oregon State Highway Department
Salem,
Oregon

Attention: Leo V. Nuttman,
Assistant Attorney

Dear Sir:

In reply to your letter of November 19th, regarding judgment obtained by Ned Putnam.

This judgment has been paid by us to the Klamath County District Court.

For your information, the suit arose over a disagreement regarding rental of a truck on our work under Contract No. 3660 at Modoc Point in 1952. It was our contention that this claim was in error and we refused to pay it, however, we failed to appear to defend ourselves in court so the judgment was obtained.

Very truly yours,

F. L. SOMERS

F. L. Somers

FLS:mn

cc: H. B. Glaisyer
W. Reid Merrit

NOTED
FLOYD QUERY

RECEIVED
OCT 25 1954
FOR FILING

[illegible]

5454

October 22, 1954

Mr. Ned Putnam
Logging Contractor
2742 Homedale Road
Klamath Falls, Oregon

Dear Sir:

Referring to your letter of October 13 regarding your claim against Floyd Somers for equipment rental in the year 1952 on a highway project near Klamath Falls, I wish to advise that we again contacted Mr. Somers and he has stated that you have not submitted a bill to him for the rental as agreed upon.

Mr. Somers previously stated that there was some implied agreement to settle the matter for $100; therefore, I suggest that you write to him direct, submitting your bill. Beyond this, the Highway Department can do nothing.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith

ASSIGNMENT

ate: October 20, 1954 No. 5724 By wcw

Description: Letter of October 13 by Ned Putnam, of Klamath Falls, regarding his bill of $300 which Mr. F. L. Somers has not yet settled.

Acknowledged by____ Referred to Smith ✓

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 10-21-54 Report Received________

NED PUTNAM
LOGGING CONTRACTOR
PHONE 3636 - SHOP 4458
2742 HOMEDALE ROAD
KLAMATH FALLS, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Each time I have contacted you about Mr. F. L. Somers, Mr. Lawson, my accountant, receives a telephone call from Mr. Somers bookkeeper.

Mr. Lawson has no authority to alter my bill of $300.00, and I will not alter unless I am given absolute proof that it should be changed.

I understand highway construction contractors are required to keep sufficient record as to the amount of water is used on the job. Such record should reveal which piece of equipment was used. I believe such record should be made available to me under the present circumstances.

I personally have not been contacted by Mr. Somers.

Very truly yours,

Ned Putnam

NP/jp

Ned Putnam

NED PUTNAM
LOGGING CONTRACTOR
PHONE 3636 - SHOP 4458
2742 HOMEDALE ROAD
KLAMATH FALLS, OREGON

September 28, 1954

3060

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

In answer to your letter of September 9th, please be advised that Mr. F. L. Somers has not worked out a satisfactory settlement for the money owed me in connection with the reconstruction of Highway 97 in the vicinity of Klamath Lake in the year of 1953.

Very truly yours,

NED PUTNAM

by: Fred Linwood

FL/jp

RECEIVED
SEP 13 1954
FOR FILING

September 9, 1954

Mr. Ned Putnam
2742 Homedale Road
Klamath Falls, Oregon

Dear Sir:

Please pardon the delay in answering your letter of August 12 regarding some money owed to you by F. L. Somers in connection with the reconstruction of Highway 97 in the vicinity of Klamath Lake in the year of 1953.

I have had one of our field engineers contact Mr. Somers and, after discussing the matter with him, I am informed that Mr. Somers has agreed that there was money due to you on this highway contract and has worked out a satisfactory settlement with you or your attorney.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. Cooper

FC:js fp

SIGNMENT

August 16, 1954 No. 5 By

Description: **Letter of August 12 by Ned Putnam, Klamath Falls, regarding his account with F. L. Somers, who used Mr. Putnam's truck in connection with rebuilding Highway 97 around Klamath Lake.**

Acknowledged by____ Referred to **Smith** ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- XX Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-8-54 Report Received________

NED PUTNAM
LOGGING CONTRACTOR
PHONE 3636 - SHOP 4458
2742 HOMEDALE ROAD
KLAMATH FALLS, OREGON

August 12, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Back in 1952 Mr. F. L. Somers had the contract to re-build part of Highway #97 around Klamath Lake. During the period of his work, he rented one of my water trucks.

He never notified me of the exact number of hours he used the truck. I waited for several months. I then made a fair estimate of what I figured I should charge. I sent him a bill for $300.00. His bookkeeper called my accountant and advised she would send the hours used. The hours were never received, but my accountant received a letter dated July 24, 1953 from Mr. Somer's bookkeeper asking him to furnish her the dated the truck was used.

It was their duty to keep the record of usage.

On May 24, 1954, I mailed them a reminder statement for the $300.00 which they have ignored.

I firmly believe my equipment was used sufficiently to warrant a $300.00 charge. I would appreciate any suggestion you could make in settling my account with Mr. Sommers.

Very truly yours,
Ned Putnam
NED PUTNAM

RECEIVED
AUG [illegible] 1954
STATE [illegible]

cc: F. L. Somers
P.O. Box 938
Klamath Falls, Oregon

RECEIVED
[illegible]
FOR FILING

[illegible]

3660

April 23, 1954

Continental Casualty Company
152 Denny Way
Seattle 9, Washington

Attention: Mr. Warner M. Bruce
Manager

Gentlemen:

The correct final amount for Contract No. 3660, awarded to F. L. Somers, is $373,344.61. There were three different final amounts on this contract, and it appears that one of the earlier amounts was used in our form dated March 15th.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

EITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

L. G. GREWE, RESIDENT VICE PRESIDENT
B. F. HARRIS, ASSISTANT MANAGER

NORTHWEST BRANCH OFFICE
152 DENNY WAY
SEATTLE 9, WASHINGTON
TELEPHONE MAIN [illegible]

WARNER M. BRUCE, MANAGER
SURETY DEPARTMENT

April 20th, 1954

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re: Bond 922205 - F. L. Somers
to State of Oregon

On February 5, 1954 you advised our Home Office that a final contract price on the above contract was $371,405.13 which included a final payment of $24,911.40. On February 11 you wrote our Home Office again advising that the final payment had been revised to the amount of $26,850.88. That would appear to result in an additional contract price of $1,939.48, making a total final contract price of $373,344.61. However, we received a status report on our form dated March 15 stating the final contract price to be $371,405.13.

Will you kindly advise us whether that amount is correct or whether it should be $373,344.61 as indicated by your two letters above referred to.

Yours very truly,

Warner M. Bruce

Manager Surety Department

WMB/seb

373,344.61
[illegible]
1st 333,[illegible]
2nd 371,405.13
3rd 373,344.61

Query

RECEIVED
APR 21 1954
OREGON
STATE HIGHWAY COMMISSION

March 22nd, 1954

FINAL COST ANALYSIS

Chenowith Park-Oakland Junction Section
Contract #3660

Grading and Paving
McNutt Bros., Contractors
R. D. Asburry, Resident Engineer

Pacific Highway
Prefix 10-1053-201(41)

Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	All	All	$	$	$12,243.03	$ 33,810.00
Falling Danger Trees	Sq. Ft.	111.9	3.58	4.00	401.12	447.60
Removal of Pavement	Sq. Yd.	592	1.75	2.00	1,041.50	1,184.00
Struct. Excav., Unclassified	Cu. Yd.	990.5	3.57	4.00	3,540.59	3,962.00
Trench Excav., Unclassified	" "	766.4	2.64	3.00	2,022.57	2,299.20
General Excav., Unclassified	" "	404,491.4	0.40	0.37	164,924.16	149,661.82
Short Overhaul	Yd. Sta.	886,098	0.022	0.02	19,614.45	17,721.96
Long Overhaul	C-Yd. Sta.	10,279.6	0.57	0.75	5,902.63	7,709.70
Finish R/B & Slopes	Mile	2.52	762.81	800.00	1,922.29	2,016.00
Rounding Cutbanks	Lin. Ft.	5,154	0.17	0.20	887.19	1,030.80
8" Perf. Metal Drain Pipe, Coated	" "	1,020	2.22	2.60	2,265.63	2,652.00
18" Concrete Pipe	" "	936	3.39	3.60	3,169.52	3,360.60
24" " "	" "	606	4.67	5.00	2,832.08	3,030.00
30" " "	" "	153	6.73	6.85	1,030.10	1,048.05
36" " "	" "	66	8.77	9.05	579.14	597.30
3/8"-0" Backfill in Drains	Cu. Yd.	188	5.18	6.00	974.35	1,128.00
Class "A" Concrete	" "	305.9	58.91	64.00	18,020.69	19,577.60
Metal Reinforcement	Lb.	49,181.9	0.116	0.12	5,728.68	5,901.83
Broken Concrete Slope Protection	Sq. Yd.	591	1.80	2.00	1,064.93	1,182.00
3"-0" Mat'l. in Base	Cu. Yd.	45,196	2.20	2.45	99,767.17	110,730.20
3/4"-0" Mat'l. in Base and Shoulders	" "	6,323	2.28	2.45	14,416.82	15,491.35

Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Sprinkling	M/Gal.	3,386.6	$2.09	$2.50	$ 7,105.44	$ 8,466.50
*Preparation of Base	Mile	2.41	300.00	500.00	723.00	1,205.00
*3/4"-0" Mat'l. in Binder Course	Cu. Yd.	890	3.30	3.60	2,937.00	3,204.00
*RC-3 in Binder Course	Ton	54.59	45.00	50.00	2,456.55	2,729.50
*Class "B" Asphaltic Concrete	"	9,080.51	6.39	6.50	58,023.83	59,023.32
PA #1, Extra Clearing and Grubbing	All	All	Included in Clearing and Grubbing			2,508.00
PA #2, Treated Timber Piling in Place	Lin. Ft.	240	5.35	6.90	1,283.30	1,656.00
PA #2, Treated Lumber in Structure	M-FBM	8.766	238.35	335.00	2,089.46	2,936.61
PA #3, Furn. & Place SS-1 Emulsion	Ton	15.28	46.62	40.00	712.39	611.20
PA #4, 24" Half-round Corr. Metal Pipe	Lin. Ft.	70	3.36	4.80	235.14	336.00
PA #5, Concrete Catch Basin	Each	1	82.77	85.00	82.77	85.00
PA #6, Purchase 3/4"-0" Material for Winter Maintenance	Cu. Yd.	635	1.55	2.00	984.25	1,270.00
*PA #7, Asphaltic Concrete Traffic Markers	Lin. Ft.	1,286.8	1.10	1.10	1,415.48	1,415.48
PA #8, 3/4"-0" Material for Winter Maintenance	Cu. Yd.	291	1.55	2.00	451.05	582.00
PA #9, 3/4"-0" Material in Shoulders	" "	565	3.46	4.00	1,956.50	2,260.00
PA #10, Cement Adjust., Favor of Contractor	Bbl.	3.21		4.71		4.71
Force Account					36,712.05	40,300.44
					$479,517.88	$513,155.18

* Work done all or in part by J. C. Compton Co.

Gross Revenue	$513,155.18
Total Cost	479,517.88
Net Profit	$ 33,637.30

Net Profit Equals 6.55% of Gross Revenue

Contract #3666

Detail of Cost
McNutt Bros.

Labor:

Labor and Supervision	$169,033.74	
Labor Insurance	9,969.95	
		$179,003.69

Materials:

8" Perf. Metal Drain Pipe, Coated	1,020	Lin. Ft.	at $1.15	$ 1,173.00	
8" Bands	48	Each	" 1.94	93.12	
18" Concrete Pipe	936	Lin. Ft.	" 1.76	1,647.36	
24" " "	606	" "	" 2.51	1,521.06	
30" " "	153	" "	" 3.62	553.86	
36" " "	66	" "	" 5.00	330.00	
Class "A" Concrete	307	Cu. Yd.	" 17.50	5,372.50	
Metal Reinforcement	49,181.9	Lb.	" 0.0955	4,700.00	
24" Half-round	70	Lin. Ft.	" 1.95	136.50	
SS-1 Emulsion	3,604	Gal.	" 0.16	580.00	
Cement	8	Bbl.	" 6.25	50.00	
Treated Lumber	8.776	M-FBM	at 166.00	1,455.16	
Treated Piling	240	Lin. Ft.	at 0.86	207.60	
Lumber	50.378	M-FBM	at 123.00	6,195.74	
Aggregate Purchased	1,460	Cu. Yd.	at 1.08	1,590.00	
					25,610.40

Equipment Rentals, Supplies and Miscellaneous Expense:

Equipment (Hired)	$ 926.60	
Equipment (Owned)	151,732.59	
Gas, Oil and Grease	32,926.53	
Explosives	9,145.00	
Bond	3,848.66	
P.L. & P.D. Insurance	2,592.74	
Small Tools	6,757.37	
P.U.C.	250.00	
Home Office & General Overhead	13,807.14	
		221,986.63

Carried Forward $426,600.72

Brought Forward				$426,600.72
Work Done by J. C. Compton Co.:				
Preparation of Base	2.41	Miles at $300.00	$ 723.00	
Place 3/4"-0" Mat'l. in Binder Course	890	Cu. Yd. at 1.75	1,557.50	
(Aggregate Furnished by McNutt Bros.)				
RC-3 Asphalt in Binder Course	54.59	Ton at 45.00	2,456.55	
Class "B" Asphaltic Concrete	9,080.51	" " 5.15	46,764.63	
(Aggregate Furnished by McNutt Bros.)				
Asphaltic Concrete Traffic Markers	1,286.8	Lin. Ft. at 1.10	1,415.48	52,917.16
Total Cost				$479,517.88

Breakdown of Crushing Costs

Crushed Rock Produced

3"-0" Material in Base	45,196 Cu. Yd.
3/4"-0" Material in Base and Shoulders	6,323 " "
3/4"-0" Material in Binder Course	890 " "
Class "B" Asphaltic Concrete - 9,080.51 Tons	7,264 " "
3/4"-0" Material Sold for Winter Maintenance	926 " "
Total	60,599 Cu. Yd.

	Unit	Quantity	Total Cost	Unit Cost
Move In and Set Up	Cu. Yd.	60,599	$ 2,825.49	$0.046
Drill and Shoot	" "	"	26,013.45	0.42
Load and Haul	" "	"	18,076.95	0.30
Crushing	" "	"	45,018.00	0.74
Stockpiling	" "	"	2,959.91	0.049
Cost of Material in Stockpile			$ 91,893.80	$1.55
Haul to Road	Cu. Yd.	51,519	25,698.39	0.49
Processing on Road	" "	"	7,667.35	0.14
Total Cost			$128,259.54	

Total Crushing Time - 624 Hours.

Total Crushed Rock Produced - 60,599 Cu. Yd.

Average Production per Hour - 97.1 Cu. Yd.

Remarks:

This was a "Regular Federal Aid Project" on the Pacific Highway, US #99, the northerly end being approximately 3 miles northerly of the north corporate limit of the City of Oakland, the southerly end approximately 0.22 mile westerly of the existing highway and approximately 0.85 mile northerly of the north corporate limit of the City of Oakland. The overall length of the project is 2.52 miles. The net length of the rock base construction and paving is 2.18 miles.

The work to be done under this contract consisted of the construction of 2.52 miles of highway roadbed, 2.18 miles of rock base and shoulders, the construction of 9,080.51 tons of asphaltic concrete pavement with a bituminous binder course, 4 reinforced box culverts and such additional work as called for by the specifications and plans.

The contract was bid and awarded to McNutt Bros., contractors, on March 14th, 1952. The project was completed on August 17th, 1953.

The contractor started moving in equipment on April 2nd, 1952. Clearing was started on April 6th, 1952, and was completed June 7th, 1952. The clearing was accomplished by using two D-8 caterpillar tractors with bulldozer blades and a variable number of men, from 4 to 12, piling and burning brush. The clearing consisted mostly of small trees and brush and was easily done. The contract having about $16,000 of excavation money buried in this item shows an exhorbitant profit.

The contractor started excavating on May 6th, 1952, and continued until November 7th, 1952, at which time he closed the grading for the winter. Work was resumed on April 13th, 1953, and the grading was completed on July 18th, 1953.

The equipment used consisted of one TD-24 International tractor with bulldozer, two TD-14's with bulldozers, two D-8's with 80 scrapers, two D-8's with bulldozers, one D-7 with bulldozer, one 2½ cu. yd. shovel with dragline, one 1½ cu. yd. shovel with dragline, six turnapulls with dump wagons, two #12 motor graders and other necessary equipment.

The material consisted of both common and rock. The common was moved with cats and scrapers where possible and by the use of draglines where channel changes were made. The rock was moved by the use of a 2½ cu. yd. shovel and turna-wagons. The contractor having about 4 cents per cubic yard buried in the clearing item shows a loss on the grading.

The contractor elected to use the State quarry located on the westerly side and adjacent to the highway at Station 1382, which is approximately 1.7 miles north of the northerly end of the project. This quarry is known as the "Turkey Hill Quarry". The contractor started clearing and stripping the site on May 12th, 1952. The drilling was begun on May 18th, 1952. The quarry was shot first on June 24th, 1952. The rock broke large, and some had to be reshot.

A three-crusher plant was moved in and crushing was started on July 21st, 1952, and was completed on October 15th, 1952. The crusher was fed by a 2½ cu. yd. shovel and two 8 cu. yd. trucks. All the material was stockpiled at the crusher site, using three 5 cu. yd. dump trucks.

The crushed material was loaded in trucks with a 3/4 cu. yd. shovel and hauled to the road, using a variable number of trucks, from 3 to 7. The rock was processed by using a TD-24 dozer, a No. 12 power grader, a 10-ton, 3-leg roller and other necessary equipment. A good profit was accrued on the rock items.

The prime contractor subcontracted the following items to the J. C. Compton Co.: "Preparation of Base", 3/4"-0" Material in Binder Course, RC-3 in Binder Course and Class "B" Asphaltic Concrete.

The subcontractor moved in a continuous-mix plant on July 16th, 1953, and started paving on July 22nd, 1953, completing the paving August 6th, 1953. The paving plant was fed with a D-8 caterpillar tractor with bulldozer. The street work was accomplished by the use of a Barbur-Greene paver, an Adnum paver (seldom used), a 3-roll tandem roller, a 2-roll tandem roller and a #12 power grader. Seven 5 cu. yd. trucks were used to haul from the paving plant to the street.

The work on this project was processed with good equipment, excellent supervision and a good plan of operation. Even though the contractor had a low bid price and encountered adverse weather during the grading, a small profit was made.

E. H. Clymer
Chief Cost Analyst

By . . F. V. Sugnet

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 25, 1954

(CONTRACT NO.) 3660	(EST. NO.)	(CONTRACTOR)
3660	16-final	F. L. SOMERS

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3190	B-88017	$ 26,850.88	2/19/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1952

Time Extensions: to June 30, 1953 without penalty

Completion Date: June 12, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
2-26-54 gl

RECEIVED
FEB 15 1954
FOR FILING

rF (1)

3660

February 11, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

This is to advise you that the final payment to be released to F. L. Somers on contract No. 3660, covering the Modoc Point-Markley Springs Unit, Modoc Point-Algoma Section of the The Dalles-California Highway in Klamath County, has again been revised.

The revised final payment is in the amount of $26,890.98 and will be released to the contractor as soon as the warrant is received from the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

[illegible]
2-11-54

RECEIVED
FEB 5 - 1954
FOR FILING

BF-[illegible](1)

366-

February 5, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

This is to advise of a revised final payment to be released immediately to F. L. Somers for work performed on contract No. 3660, covering the Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section of The Dalles-California Highway in Klamath County.

The revised final payment is in the amount of $24,911.40. The revised total contract amount is now $371,405.13, of which amount $480.70 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
2-5-54

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JAN 29 1954
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[illegible]

[illegible]

Lewis

January 27, 1954

Crater Lake Machinery Company
P. O. Box 31
Klamath Falls, Oregon

Attention: Mr. Stanley Miller, President

Gentlemen:

Thank you very kindly for your letter of January 25 confirming the release of your claim against F. L. Somers on State Highway Contract No. 3660.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/26

NOTED ON CARD

1-27-54

CRATER LAKE MACHINERY CO.

Caterpillar **John Deere**

HYSTER - FLECO - TRACKSON

P. O. BOX 31 PHONE 2-2544
KLAMATH FALLS, OREGON

Jan. 25, 1954

Mr. H. B. Glaisyer, Secy.
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Confirming our telephone conversation today, we wish to release the claim filed against F. L. Somers' Modoc Point contract No. 3660 with the State of Oregon.

We received Mr. Somers' check today to cover his account with us.

Yours very truly,

Crater Lake Machinery Co.

Stanley Miller
President

[illegible]
[illegible]
[illegible]

DIESEL ENGINES TRACTORS MOTOR GRADERS EARTH MOVING EQUIPMENT FARM MACHINERY

RECEIVED
FOR FILING

Lewis

January 27, 1954

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from Crater Lake Machinery Company signed by Mr. Stanley Miller, President, in which he writes as follows:

"Confirming our telephone conversation today, we wish to release the claim filed against F. L. Somers' Modoc Point contract No. 3660 with the State of Oregon.

"We received Mr. Somers' check today to cover his account with us."

T This has to do with the claim recorded in our office on September 2nd in the amount of $2,096.58. You are advised on this matter as your company appears as surety on the performance bond furnished with Contract No. 3660.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

F[illegible]md 1/26

cc - Mr. [illegible] M. Bruce
152 Denny Way
Seattle 9, Washington

Durham & Bates
9[illegible]1 S. W. Washington
Portland 5, Oregon

Mr. F. L. Somers
P. O. Box 938
Klamath Falls, Oregon

POSTED ON CARD
1-27-54

RECEIVED

Salem, Oregon November 2, 1953

STATE OF OREGON

21 26 49

3440

To Southern Pacific Co., Dr.
65 Market St., San Francisco 5, Calififornia

Project Modoc Point-Barkley Springs Section (Ouxy-Modoc Point)

Highway Comm. Agreement No. RR 388

Sub-Division No.

Ry. Company's Agreement No. Audit 89291

Estimate No. 7 Final

Period Covered Entire Job

Prefix & Acct. No. 18-1052

Item		Total Amount To Date	Previous Amount	Present Amount
Bill No.	424543	3,402.07	3,402.07	-0-
	237264	6,106.47	6,106.47	-0-
	424999	5,824.52	5,824.52	-0-
	426890	5,714.70	5,714.70	-0-
	425457	4,818.41	4,818.41	-0-
	427262	1,737.41	1,737.41	-0-
	427718	1,871.85	1,871.85	-0-
	427720	1,589.50	1,589.50	-0-
	428720	2,553.15	-0-	2,553.15 Summary & Final
Deductions	per audit	-2,233.95		-2,233.95
	Totals	31,384.13	31,064.93	319.20
	Retained No %	-0-	3,106.49	3,106.49
	Total Payments	31,384.13	27,958.44	3,425.69

Pay This Estimate $ 3,425.69

Computed by

Checked by

Approved Field Engr.

Approved:

CAG

Bridge Office Engineer

Previous Voucher No.

files

BF-2(9)

3660

Klamath Falls, Oreg.
October 19, 1953

Mr. Arthur B. Woods
Central Paving Company
P.O. 42
Dallas, Oregon

Dear Mr. Woods:

I have a copy of your letter of October (no date), with reference to your work on the Modoc Point - Algoma Section of the Dalles - California Highway, contract No. 3660.

The extra work bill mentioned in your letter has been submitted for payment and included in the last estimate for project.

If there is some question as to payment for any of the work which you performed, I will be glad to discuss it with you and allow all consideration possible in line with the contract specifications.

Very truly yours,

Jos. G. Toole
Resident Engineer

JGT:bh
cc: F. L. Somers
H. B. Glaisyer
W. E. Chandler

[illegible]D
F. QUERY

REFERRED TO
Query
BY SECRETARY

Do you know anything about this ?
HBG

RECEIVED
NOV 12 1953
FOR FILING

[illegible] (9)

3660

October 16, 1953

Central Paving Company
P. O. Box 42
Dallas, Oregon

Attention: Mr. Arthur B. Woods

Gentlemen:

Copies of your letter of October 14, addressed to Mr. Glaisyer, and another letter of the same date, addressed to Mr. Somers, are being forwarded to the Construction Engineer for his information. These letters deal with Contract No. 3660 awarded to F. L. Somers.

If your claim is for a price adjustment within the framework of the contract, the matter should be resolved by negotiation with the principal contractor and representatives of the State Highway Department, and it is for that reason that your letters have been forwarded to the Construction Engineer. However, if you intend for your claim to be filed against the bond for labor and materials, then you should advise us of the amount and the nature of the claim so that we in turn can notify the bonding company.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md

cc - Mr. H. G. Smith
Construction Engineer

Central Paving Company

CRUSHED ROCK * GRADING * BLACK TOP * OILING * SAND * GRAVEL

PLANT: UGLOW AVENUE AND MILL STREETS PHONE 4141 P. O. BOX 42, DALLAS, OREGON

October 14, 1953

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

We hereby advise you that we have given notice to F. L. Somers, prime contractor on Oregon State Contract #3660, of a claim for price adjustment for the paving entailed in said contract.

Enclosed is a copy of our notice to the F. L. Somers Company. Will you please advise the proper officials in your department. Thank you.

Very truly yours,

CENTRAL PAVING CO.

Arthur B Woods

Arthur B. Woods,
Partner

ABW:hp

Encl:

RECEIVED
OCT 15 1953
OREGON
STATE HIGHWAY COMMISSION

October 14, 1953

F. L. Somers
General Contractor
P. O. Box 938
Klamath Falls, Oregon

Attention: Mr. F. L. Somers

Dear Mr. Somers:

This will advise you that Central Paving Company hereby makes claim for a price adjustment on the paving work on Oregon State Highway Contract #3660. As the prime contractor will you please so advise the State Highway Commission.

We have a complete cost breakdown for the paving work under this contract. We will be glad to meet with you and the State Engineers either on the job or at Salem and present these costs and our claim.

You are further advised that we have not received payment for force account work authorized by you and Mr. Toole, Resident Engineer.

Please give this notice your immediate attention.

Very truly yours,

CENTRAL PAVING CO.

Arthur B. Woods,
Partner

ABW:hp

cc

H. B. Glaisyer
Oregon Highway Comm.

RECEIVED
1953
FOR FILING

Lewis

September 9, 1953

Continental Casualty Co.
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the Crater Lake Machinery Company against F. L. Somers.

This claim in the amount of $2,096.58 is for labor and material furnished the contractor on the Modoc Point-Barkley Springs Unit of the Modoc Point-Algoma Section of The Dalles-California Highway in Klamath County known as State Highway Contract No. 3660.

We furnish this information, as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:mr
Attach.
cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Mr. F. L. Somers
P. O. Box 938
Klamath Falls, Oregon

NOTED ON CARD
9-9-53

COPY

NOTICE OF CLAIM

To the State of Oregon, Salem, Oregon:

Notice hereby is given that the undersigned, Crater Lake Machinery Co., has a claim for labor and material furnished in the sum of Two Thousand Ninety-Six Dollars and 58/100, ($2,096.58), against the bond taken from the Continental Casualty Company, through Dunham and Bates, 901 S. E. Washington, Portland 5, Oregon, and F. L. Somers, Contractor, for the work of grading and paving the Modoc Point-Barkley Springs unit of the Modoc Point-Algoma section of the Dalles, California Highway in Klamath County, State Highway Contract No. 3660.

Crater Lake Machinery Co.

Stanley Miller Pres.

Subscribed and sworn to before me this 31st day of August, 1953.

(SEAL)

Florence E. Pickett
Notary Public for Oregon

My Commission expires June 5, 1955.

ENDORSED
File No. 3412.
Filed-September 2, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING

KF-31 (7)

Lewis

September 9, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Attention: Mr. S. Libby

Dear Mr. Newbry:

We acknowledge with thanks your letter of September 2 to which was attached three copies of a claim filed with your office by Crater Lake Machinery Company.

This claim in the amount of $2,096.58 is against F. L. Somers on State Highway Contract No. 3660, your File No. 3412.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:mf

NOTED ON CARD
9-9-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

September 2, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Crater Lake Machinery Co., P. O. Box 31, Klamath Falls, Oregon and filed as ot this date, a notice of claim by Crater Lake Machinery Company, for labor and material furnished in the sum of $2,096.58 against the bond taken from the Contintntal Casualty Company, through Dunham and Bates, 901 S. E. Washington, Portland 5, Oregon and F. L. Somers, Contractor for the work of grading and paving the Modoc Point-Barkley Springs unit of the Modoc Point-Algoma section of the The Dalles, California Highway in Klamath County, State Highway Contract No. 3660.

Our file No. 3412.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Records Division

NF:K
Enc.

RECEIVED
SEP [illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible]
9-2-53

RECEIVED
FOR FILING

September 1, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3660 for grading and paving on the Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section of The Dalles-California Highway in Klamath County was completed by the contractor, F. L. Somers, on June 12 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $9,157.60 will be released to the contractor on or after September 11, 1953. The total contract amount is $355,651.33, of which amount $323.63 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S.W. Washington
Portland 5, Oregon

NOTED ON CARD

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AUG 31 1953
FOR FILING

EF-[illegible]

[illegible]

August 28, 1953

Crater Lake Machinery Company
P. O. Box 21
Klamath Falls, Oregon

Attention: Mr. Stanley Miller

Gentlemen:

The Continental Casualty Company ~~and~~ thru Durham & Bates, 901 S. W. Washington, Portland 5, Oregon furnished the performance bond on State Highway Contract No. 3660 awarded to F. L. Somers for grading and paving the Modoc Point-Barkley Springs unit of the Modoc Point-Algoma section on the Dalles-California Highway in Klamath County.

This contract was completed June 12, 1953 and accepted by the Highway Commission on August 6, 1953. This is in reply to your letter of August 27.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

WM:nr

CRATER LAKE MACHINERY CO.

Caterpillar REG. U.S. PAT. OFF.
John Deere
HYSTER - ATHEY - TRACKSON

P. O. BOX 31 PHONE 2-2544
KLAMATH FALLS, OREGON

August 27, 1953

3660

State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

Will you please furnish me the name of the bondsmen on Floyd Somers' Modoc Point-Algoma, Highway #97, contract. Thank you.

Yours very truly,

Stanley Miller by n.m.
Crater Lake Machinery Co.

NM

RECEIVED

DIESEL ENGINES TRACTORS MOTOR GRADERS EARTH MOVING EQUIPMENT FARM MACHINERY

RECEIVED
FORM E-128X 25M 2-52
FOR FILING

BF-26(1)
3660

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 21st, 1953

Mr. F. L. Somers
P. O. Box 938
Klamath Falls, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of August 12th, addressed to Mr. J. G. Toole, copy of which was sent me, complaining of your final estimate on Contract #3660 for the grading and paving on the Modoc Point-Algoma Section of the The Dalles-California Highway.

In cases where the contractor is dissatisfied with the final estimate, it is customary for the Construction Engineer to review the claim on the ground with the contractor and Division and Resident engineers and endeavor to reach an equitable adjustment if it is felt that one is necessary. A report is then made to Mr. W. C. Williams, Ass't. State Highway Engineer, who again reviews it with the contractor if there is still a difference of opinion.

I expect to go through the Gold Hill job next week, probably Tuesday, and will discuss with you a satisfactory time to make the inspection at Klamath Falls if you still wish to go over the job with someone.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: W. C. Williams
W. E. Chandler
J. G. Toole

RECEIVED
FOR FILING
BF 21(1)
36

July 15, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers in connection with contract No. 3660, for the Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section of the The Dalles-California Highway in Klamath County.

This payment, in the amount of $16,713.48, will be released to the contractor on or after July 25, 1953. The retained percentage is $10,716.30.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

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JUL 15 1953
FOR FILING

CF-[illegible]

July 13, 1953

Mr. Y. L. Somers
P. O. Box 938
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on June 25, 1953, had under discussion your request for an extension of time 273 days, from September 30, 1952 to June 30, 1953, within which to complete your contract No. 3660 for grading and paving on the Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section of the The Dalles-California Highway in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

J. O. Toole,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Modoc Point-Barkley Springs Unit Modoc Point - Algoma Section

For Week Ending July 4, 1953

Kind of work Grading and Paving

Highway The Dalles - California

Section prefix 18-1052

Contractor F. L. Somers

Contract number 3660

Date of contract March 13, 1952

Date of completion September 30, 1952

Date work started April 14, 1952

Estimated date of completion June 12, 1953

Amount of contract $371,171.00

Per cent of time elapsed 226.9%

Estimated cost of completed project, exclusive of engineering $375,679.92

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $29,450.00, 103.5%

Date project was completed June 12, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate is now complete and this will be the final report for project.

Information for the materials report has not been received from the contractor; but this and some other incomplete data will be submitted within a short time.

NOTED
FORREST COOPER

NOTED
RAY WEHNER

7/6/53

Signed J. M. Lohr
Resident Engineer

Address Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.61	2.61	56.8	2.61	2.61
Miles partially completed					
Miles completed	2.61	2.61	56.8	2.61	2.61
Total estimated quantities	225,000	12,300	10,000	96-T 590 C.Y.	8,300-T
Estimated quantities moved or placed to date	247,115	12,052	8,898.1	49.49-T 427 C.Y.	7,943.5-T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy with Showers		
Monday	Fair and Mild		
Tuesday	" " "		
Wednesday	" " "		
Thursday	" " Warm		
Friday	" " "		
Saturday			

STATE PRINTING DEPT. 48418

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JUN 26 1953
FOR FILING

FORM E-30 25M 9-51 92315

PF 269
3665

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1953

SUBJECT: Modoc Point-Barkley Springs Audit

To: W. C. Williams

NOTED
W. C. WILLIAMS

Pursuant to instructions by the Commission on April 21, 1952, an audit of the Southern Pacific Railroad Companys' records for inspection service required on the Modoc Point-Barkley Springs Section of The Dalles-California Highway, was made on June 16-18, 1953.

The final billing in the amount of $33,618.18, was found to be correct with the following two exceptions.

1. Total labor charges on this project amounted to $24,077.80, of which $11,393.49, or 47.3% of the total labor costs represented labor costs at an overtime rate.

The Public Roads Administration Memorandum No. 299 allows a 3% vacation allowance on all salaries and wages earned at the basic rate only. Our agreement with the Southern Pacific Company was not covered by Memorandum 299, however, the railroad company could not show any costs on an experience basis whereby the 3% allowance on overtime labor was an actual expense to the company. The exception in this case amounted to 3% of $11,393.49, or $341.80.

2. Our agreement with the railroad company stated in part, that they submit progress bills and a final bill on the basis of items set forth in the estimated cost of the work. One of the items set forth in the agreement was for accounting expense and made no reference to any allowance for supervision. The progress billings included an amount of $198.04 for accounting expense, but the final bill showed the amount of $2,407.79, for supervision expense, in lieu of the expense for accounting. The actual accounting expense as ascertained by the audit amounted to $515.64, or a difference of $1,892.15.

I discussed these exceptions totalling $2,233.95, with Mr. R. C. Nissen, Assistant to the Chief Engineer. He concurred in my thought that inasmuch as this project was practically a continuation of the Barkley Springs-Algoma Section of The Dalles-California Highway, which was covered by an agreement subject to Memorandum No. 299, that the exceptions be allowed, and he will so recommend to the Chief Engineer of the Southern Pacific.

Final payment will be withheld until we have definite word from Mr. Nissen.

It is suggested that in the future, agreements with railroad companies, etc., for safeguards and protection covering State projects not subject to the regulations set forth in the Memorandum No. 299, be more explicit as to just what supervision and overhead allowances will be reimbursed by the State.

C.H. Maison

C. H. Maison

CHM:cg

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JUN [illegible] 1953
FOR FILING

BF-26(9)

[illegible]

June 22, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 12, 1953 on Contract No. 3660, Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section, in connection with Federal Aid Project No. BF-26 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

RECEIVED
JUN 22 1953
FOR FILING

BF - 26(1)

3(

June 19, 1953

Extension of Time
No. 6
June 25 and 26 Meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from F. L. Somers for an extension of time on Contract No. 3600, Modoc Point-Markley Springs Section of The Dalles-California Highway, from September 30, 1952 to June 30, 1953.

The contractor started work on this section within thirty days after being awarded the contract and prosecuted the work to the best of his ability. However, considerable restrictions were placed upon him by the adjacent railroad, and traffic much heavier than originally anticipated was encountered during the working season.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
1953
cf
FOR FILING

BF-26(9)

3660

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
B. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

RJD-220-113
(State of Oregon)

JUN 5 1953

Mr. W. C. Williams
Asst. State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Referring to your letter of June 1, 1953, regarding audit of our bills covering expense incurred on the Modoc Point - Barkley Springs project.

We will have our records in order for auditing by Mr. C. H. Maison upon his arrival Tuesday morning, June 16.

Yours truly,

R V Cole

NOTED
W. C. WILLIAMS

RECEIVED
JUN 8 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 3 - 1953
FOR FILING

[illegible]

3660

4215

June 1, 1953

Mr. George Nelson
Auditor Miscellaneous Accounts
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Your letter regarding bills collectable, No. 424543, 237264, 424999, 426890 and 427720 in the aggregate amount of $3,106.59, representing the retained percentage on the Modoc Point-Barkley Springs project, together with your final bill No. 428720 in the amount of $2,553.15, have been turned over to our Accounting Division for processing.

However, inasmuch as this project was not under Federal-Aid, it was the wish of the Oregon State Highway Commission that the bills for this project be audited by our staff.

In accordance with this wish, Mr. C. H. Maison, Manager of our Accounting Division, will be in your office Tuesday morning, June 16.

If this date is not convenient, will you kindly advise us immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: C. A. Gardner

May 11, 1953

ASSIGNMENT

No. 4215
By [illegible]

Description: Letter of May 6 by Southern Pacific Company regard-
~~ing~~ ing balance due on bills collectible No. 424543, 237264,
424999, 426890, and 427720 for labor and material in connection
with highway relocation Ouxy to Modoc Point

Acknowledged by ----- Referred to -----Gardner ✓------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ------------------ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed June 1, 1953 Report received May 27 1953

Remarks:

C.H. Maison

es

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB 220-113-State of
Oregon-Highway
Dept.

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

MAY 6 1953

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

We have outstanding in our accounts $3,106.59 which represents 10% balance due on bills collectible No. 424543, 237264, 424999, 426890 and 427720 issued against you for cost of labor and material furnished in connection with highway relocation between Ouxy and Modoc Point, Oregon under terms of agreement No.89291, dated April 22,1952.

Will you please advise when you may expect your remittance in amount of $3,106.59 to be forwarded to Local Treasurer, Southern Pacific Co., 65 Market Street, San Francisco 5, California, so that we may be in a position to clear this account from our records.

Your prompt attention and cooperation in this matter will be appreciated.

Yours truly,

GEO. NELSON

By

NOTED
W. C. WILLIAMS

NOTED
C. H. [illegible]

RECEIVED
[illegible]
OREGON STATE HIGHWAY COMMISSION

3-30-53

4118

No. 4117
By wcw

ASSIGNMENT

Date: March 30, 1953

Description: Bill No. 60 from Western Union Telegraph Company covering costs for repairing line at MP 445+5 between Modoc Point and Algoma

Acknowledged by _____ Referred to __ Gardner ✓ ________

Investigate and report with recommendation
xxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed [illegible] Report received ________

Remarks: Bill being processed for payment — cag

RECEIVED
FEB 1953
FOR FILING

11-26(1)

February 24, 1953

Oregon State Highway Commission

Gentlemen:

Due to conditions not anticipated at the time of contract award, the project authorization for the Modoc Point-Barkley Springs Section of The Dalles-California Highway, Contract No. 3660, will be overrun approximately 7.5 per cent, or $27,000.

One of the principal items of overrun was the excavation, resulting in an additional expenditure of $12,000 by reason of having to flatten the high talus slopes more than had been anticipated. We also found it necessary to construct a large amount of dry rubble masonry retaining wall to prohibit rocks from rolling onto the roadbed, and this wall cost $14,000. There was an overrun of the anticipated cost of railroad protection, flagging, inspector service, et cetera, of $14,000. These three major items of overrun total $40,000, but underruns on other items and savings in the contingency fund will reduce the total overrun to $27,000.

This matter will be on the next agenda, and I respectfully request your authority to increase the project authorization on Contract No. 3660 in the amount of $27,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fp

RECEIVED
FOR FILING

February 10, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3660, Modoc Point - Barkley Springs Section of The Dalles-California Highway, Ore. BF-26 (9), from September 30, 1952 to June 30, 1953.

The contractor started work on this section within thirty days after being awarded the contract and prosecuted the work to the best of his ability. However, considerable restrictions were placed upon him by the adjacent railroad, and traffic much heavier than that originally anticipated was encountered during the working season.

The base course of the surfacing was completed providing a reasonably good surface to handle the traffic through the winter months, and it will take a short period of time to finish in the spring.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

Form PR 2 (Revised 1946)

State Oregon

Project No. BF-26(9)

Federal Aid Bond Issue

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of November, 1951, a program, which was approved on the 15th day of January, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eighty-two thousand, and 00/100 dollars ($182,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by ~~[illegible]~~ (Include date and citation of ~~[illegible]~~ Chapter 491, Oregon Laws 1951, viz.: act of legislature by which authorized)

~~(b) From other sources~~ (State how placed under direct control of Highway Department)

Issue	Amount	Date of Issue	Beginning Date of maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 692+00 in the SE 1/4, Section 26, T-36-S, R-7-E, W.M. and survey station 812+71.24 in the NE 1/4, Section 22, T-36-S, R-7-E, W.M., without exception, length 2.286 miles, in Klamath County, being Oregon Federal-Aid Bond Issue Project No. BF-26(9), consisting of 2.286 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighty-two thousand, and 00/100 dollars ($182,000.00), which does not exceed the authorized Federal pro rata share of three hundred twenty-two thousand one hundred fourteen and 10/100 dollars ($322,114.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL:

R H Baldock
STATE HIGHWAY ENGINEER

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-2

RECEIVED OCT 23 1952

JAN

RECEIVED 1952 OREGON DISTRICT

RECEIVED JAN 7 OREGON DISTRICT

Oregon State Highway Department

Federal Aid Project
No. RF-36 (9)

MODOC POINT-BARKLEY SPRINGS UNIT OF THE MODOC POINT-ALGOMA SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 18, 1952

Type Code 6201
Roadway (Sta. 692+00 to 812+71.24)

All Required		Clearing and Grubbing (90%)		$ 11,043.00
370	cu. yds.	Structural Excavation, Unclassified	$ 4.00	1,480.00
221,100	cu. yds.	General Excavation, Unclassified	0.79	174,669.00
695,000	yd. stas.	Short Overhaul	0.01	6,950.00
12,870	C-yd. stas.	Long Overhaul	0.75	9,652.50
2.29	miles	Finishing Roadbed and Slopes	1,000.00	2,290.00
7,700	lin. ft.	Rounding Cutbanks	0.25	1,925.00
70	lin. ft.	18-inch Corrugated Metal Pipe	4.35	304.50
120	lin. ft.	24-inch Corrugated Metal Pipe	6.15	738.00
310	lin. ft.	18-inch Concrete Pipe	4.15	1,286.50
50	lin. ft.	24-inch Concrete Pipe	5.00	250.00
260	lin. ft.	Salvaging Culvert Pipe	2.00	520.00
30	only	Concrete Sight Posts	12.00	360.00
6,600	cu. yds.	1½" - 0 Rock in Base	2.00	13,200.00
3,900	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.00	7,800.00
880	M-gals.	Sprinkling	3.00	2,640.00
2.29	miles	Preparation of Base	250.00	572.50
340	cu. yds.	3/4" - 0 Rock in Binder Course	3.75	1,275.00
50	tons	Furnishing and Placing MC-3 Asphalt	42.00	2,100.00
7,200	tons	Class "B" Asphaltic Concrete	7.20	51,840.00
30	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	1,260.00
180	cu. yds.	Aggregate in Seal Coat	3.75	675.00
			Subtotal	$292,831.00
			10% Engr. & Cont.	29,283.10
			Total	$322,114.10

Length of Roadway 2.286 miles
Cost per Mile $140,907.30

Federal Funds- $182,000.00
State Funds- 140,114.10

$322,114.10

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. EF-26 (9) 2660

MODOC POINT-BARKLEY SPRINGS UNIT OF THE MODOC POINT-ALGOMA SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 15, 1952

Type Code 6201
Roadway (Sta. 692+00 to 812+71.24)

All Required				
370	cu. yds.	Clearing and Grubbing (90%)		
		Structural Excavation, Un-		$ 1,800.00
221,100	cu. yds.	classified		
695,000	yd. stas.	General Excavation, Unclassified	$ 4.00	1,480.00
12,870	C-yd. stas.	Short Overhaul	.70	154,770.00
2.29	miles	Long Overhaul	.02	13,900.00
7,700	lin. ft.	Finishing Roadbed & Slopes	.50	6,435.00
70	lin. ft.	Rounding Cutbanks	700.00	1,603.00
120	lin. ft.	18" Corrugated Metal Pipe	.20	1,540.00
310	lin. ft.	24" Corrugated Metal Pipe	5.00	350.00
50	lin. ft.	18" Concrete Pipe	6.50	780.00
260	lin. ft.	24" Concrete Pipe	3.50	1,085.00
30	only	Salvaging Culvert Pipe	5.00	250.00
6,600	cu. yds.	Concrete Sight Posts	2.00	520.00
3,900	cu. yds.	1½" - 0 Rock in Base	10.00	300.00
880	M-gal.	3/4" - 0 Rock in Base and Shoulders	2.25	14,850.00
2.29	miles	Sprinkling	2.25	8,775.00
340	cu. yds.	Preparation of Base	3.00	2,640.00
50	tons	3/4" - 0 Rock in Binder Course	250.00	572.50
		Furnishing and Placing RC-3	3.75	1,275.00
7,200	tons	Asphalt		
30	tons	Class "B" Asphaltic Concrete	42.00	2,100.00
		RS-1 Emulsified Asphalt in	7.00	50,400.00
180	cu. yds.	Seal Coat		
		Aggregate in Seal Coat	45.00	1,350.00
			5.00	900.00
		Subtotal		$267,675.50
		10% Engr. & Cont.		26,767.55
		Total		$294,443.05

Length of Roadway 2.286 miles
Cost per Mile $128,802.73

Federal Funds- $182,000.00
State Funds- 112,443.05

$294,443.05

MODOC POINT-ALGOMA SECTION

PROJECT NO. HF-26 (9)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 20, 1952

S-280 A

RECEIVED
Dec 2 1959
FOR FILING

5-52-50M

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE BF-26(9)
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN 3660
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
L. J. MASSON
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

[illegible]

IN REPLY PLEASE REFER TO
EB 220-113-State
of Oregon-Highway
Department

DEC 18 1952

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

Refers to your letter dated November 25, 1952, regarding our bill collectible No. 427262, dated November 1952, amount $1,737.41, for cost of labor and material furnished in connection with highway relocation, Ouxy to Modoc Point, audit No. 89291, estimate No. 6.

As this matter comes under the jurisdiction of our Mr. R. V. Cole, Auditor of Disbursements, we are referring your letter to him for appropriate handling and no doubt you will hear from him in the near future.

Yours truly,

GEO. NELSON

By

NOTED
W. C. WILLIAMS

Copy to
Acct. Division

RECEIVED
DEC 8 1952
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

MF-26(1)

2660

November 14, 1952

Mr. C. P. Horton
Area Superintendent
Plant & Engineering
The Western Union Telegraph Company
125-12th Street
Oakland 7, California

Dear Sir:

Receipt is acknowledged of your letter of November 11 having reference to protection of your lines between Modoc Point and Algoma. This letter is to advise that we will accept your billing for the cost of replacing one pole at MP 445 plus 5 and stubbing of poles at MP 445 plus 4 and plus 6.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]

cc Mr. H. G. Smith

THE WESTERN UNION TELEGRAPH COMPANY
125-12TH STREET
OAKLAND 7, CALIF.

C. P. NORTON
AREA SUPERINTENDENT
PLANT AND ENGINEERING DEPT.

November 11, 1952

JOBS - 0-3642-52

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W.C. Williams, Assistant State Highway Engineer

Gentlemen:

This has reference to your telegram of May 6, 1952, in which you authorized us to string temporary circuits for Western Union lines where such circuits were essential for protection of our lines between Modock Point and Algoma, billing the State of Oregon for the entire cost.

Subsequent to the receipt of your telegram a reinspection was made of this project and it was determined that if the State Highway Contractor's plans were carried out as explained to our inspector and the representative of the Southern Pacific, it would not be necessary to install this twisted pair wire. As a result of this decision twisted pair wire was not installed. However, during the progress of the Contractor's work rolling rocks and excavated earth required the replacement of one pole and stubbing of two others.The pole which we found it necessary to replace was located at MP 445 plus 5. Poles required stubbing from MP 445 plus 4 and 6.

We are arranging to bill the State of Oregon for the entire cost of the replacement of the pole and the stubbing of the two other poles mentioned.

Yours very truly,

CP Norton
Area Superintendent
Plant & Engineering

NOTED
W. C. WILLIAMS

MBC:SG
GWS

RECEIVED
AUG 6 1952
FOR FILING

FORM E-30 25M 1-52

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4th, 1952

SUBJECT:

To: Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

The subcontract between the K. F. Jacobsen Company and J. M. Arens, subcontractors, and F. L. Somers, prime contractor, covering items 17 to 21 inclusive on the Modoc Point-Barkley Springs Section of the The Dalles-California Highway, Oregon BF-26(9), is approved, and you may so inform the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
C. G. Polk - 2

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 16, 1952

SUBJECT:

NOTED
W. C. WILLI

To:

Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I received your letter of July 14th with attached comment from the Oregonian. I have been over this section several times and was over it last week. The section has been kept watered and no dust, it has been slightly rough, but this is considerably better than a dusty road and is about as smooth as we can make it under the existing conditions; but I called Joe Toole this morning and he is hauling some fines and it will make it slightly smoother than it is at the present time.

As you know, this is a heavy rock cut immediately above the railroad and the line of travel is constantly changing from one spot to another, and it is hard to keep the roughness out of it at all times.

This is the first and only kick that has come from the job this year, and the reason Klamath Falls Chamber of Commerce has not put in a kick is because they feel the Department has been doing all that is possible to keep the road in passable shape. There were many more kicks last year than there has been so far this year, and generally, this is a tougher job than we had last year. Mr. Smith and Dean Swift will be over this job today and will check the present condition.

Joe Toole has mentioned 2 or 3 times in talking to truck drivers that operate over this section and also the Columbia River Highway, they state that this section is in far better shape than the jobs on the Columbia, this observation was also checked by Dean Swift.

Very truly yours,

WM. E. CHANDLER
Division Engineer

RECEIVED
JUL 17 1952
OFFICE OF
STATE HIGHWAY ENGINEER

WEC:me
cc: J. G. Toole

RECEIVED
JUL 16 1952
FOR FILING

134 [illegible]

Salem, Oregon
July 14, 1952

Mr. W. E. Chandler

I attach hereto a clipping from Sunday's Oregonian, which you may have noted before this.

I will appreciate your giving me a report on the condition of the Modoc Point-Barkley Springs Section, and, if travel conditions are as described in this article, please take immediate steps to correct them.

W. C. Williams

WCW:me

Encl.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1952

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

Attached hereto is a conformed copy of an agreement with The California Oregon Power Company in connection with the relocation of Power Company poles on the Modoc Point-Barkley Springs section of US97.

A fully executed copy of the above agreement has been returned to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 1

RECEIVED
[illegible] 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1385

37 3.6 (1)

3660
IN REPLY PLEASE REFER
TO OUR FILE NUMBER

5N

[illegible]

THE CALIFORNIA OREGON POWER COMPANY

KLAMATH FALLS, OREGON

June 16, 1952

Oregon State Highway Commission
Att: H.B. Glaisyer, Secretary
Salem, Oregon

Gentlemen:

Attached is a completely executed copy of our agreement in connection with the relocation of Power Company pole lines on the Modoc Point-Barkley Springs section of U.S. 97. This is the "Office Copy" requested in your letter of June 5.

Thank you very much for your cooperation in this matter.

Very truly yours,

J. T. Runyan
J.T. RUNYAN
Assistant District Manager

JTR:ap

files ~~Query~~

RECEIVED
JUL 1952
FOR FILING

[illegible]

2660

June 5, 1952

Mr. J. T. Runyan
The California Oregon Power Co.
Klamath Falls, Oregon

Dear Sir:

We are enclosing herewith three copies of an Agreement between the State Highway Commission and The California Oregon Power Company re establishing power company poles on the Modoc Point-Barkley Springs Section of US97 in Klamath County. Two copies have been signed by the State Highway Commission and one copy is conformed. Page three of this agreement has been rewritten as requested.

When fully signed please return the copy marked "Office Copy" to this office for the Commission's files.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

cc - Mr. Paul Farrens, Attorney
First Federal Savings & Loan Bldg.
Klamath Falls, Oregon

Filed 6.26.52
rn

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JUN [illegible] 1952
FOR FILING
FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1952

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Building

Dear Sir:

We have received and are placing in the files under Railroad Agreement No. 388 the Commission's copy of an agreement with the Southern Pacific Company concerning construction of the Modoc Point-Barkley Springs Section of The Dalles California Highway.

This agreement is dated April 22, 1952.

Very truly yours

Secretary

FAQ:md 5/28

cc - G. S. Paxson

NOTED
W. C. WILLIAMS

RECEIVED
JUN 2 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 1952
FOR FILING

5-R

May 21, 1952

Oregon State Highway Commission

Gentlemen:

On April 22 you signed an agreement with the California Oregon Power Company pertaining to movement of the Company's power poles on the Modoc Point-Barkley Springs Section of The Dalles-California Highway. Although this agreement was prepared by Paul Farrens, Attorney of Klamath Falls, who is an attorney for the Company, higher officials will not approve the agreement on account of certain wording stating that the Power Company will allow credit to the State for the difference between the value of the original facility and the value of the new facility. The Power Company has now taken the stand that this will only allow them credit for the cost of the materials at the time they were installed, which is much less than present-day value. The new agreement provides that the State shall receive credit for the accrued depreciation of the facilities which are now installed.

Frankly, since the amount of credit we receive is very small, I do not believe there will be any material difference in this case. I recommend you approve the new agreement as prepared.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. C. H. Maison

FARRENS & MAXWELL
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

PAUL FARRENS
RICHARD MAXWELL
~~W. J. MOSHOFSKY~~
B. J. GODDARD

RECEIVED
MAY 20 1952
LEGAL

May 14, 1952

R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please refer to our letter of April 4, 1952, with which we transmitted to you four counterparts of a proposed agreement to be entered into between the State Highway Commission and The California Oregon Power Company covering relocation of the corporation's pole line now located on private property to your proposed relocated highway on the Modoc Point-Barkley Springs unit of the Modoc Point-Algoma section of the Dalles-California highway.

As stated in our letter, this agreement was prepared on the assumption that the principles involved were identical with those which were embodied with the previous agreement of May 22, 1950, covering the earlier relocation on the Barkley Springs-Algoma section. We are correct in that assumption, but the three executed counterparts of the proposed agreement dated April 22, 1952, have been returned to us by the power company with instructions to rewrite paragraph numbered 5 of the agreement. The management of the power company criticizes the provision in paragraph 5 which reads:

> " 'Betterments' shall be deemed to be the difference between the value of the original facility in place and the value of the new facility in place."

The management explains as follows:

> "This is not the method by which we arrive at the billing to be paid by the state and if the billing were to be computed, based on this statement, it would mean that we would bill the State only for the original book value of the present facility in place. In this particular case the transmission line in this section was installed in 1923 and to reinstall identical type of material at the new location under present day prices for material and labor would require an expenditure by the Company of approximately 250% of that originally spent."

The management has, therefore, requested that we rewrite said paragraph numbered 5 and has suggested to us the exact wording to be used. In our humble opinion there is no difference in the meaning of the paragraph as we originally drafted it and the redraft of it now suggested by the management of the power company. The original draft made no reference to book value, and the only reasonable interpretation which could be given to the phrase "value of the original facility in place" would be the true value instead of the artificial book value. That was the interpretation placed upon the same paragraph in the agreement of May 22, 1950, by both parties to the agreement.

However, to keep everyone satisfied, we have redrafted the last page of the agreement and are enclosing herewith four counterparts of such redrafted page, together with the three executed counterparts of the agreement as originally drafted. It would be appreciated if you will substitute the redrafted page 3 for the original page 3, cause the triplicate counterparts to be re-executed by the members of the Highway Commission, and then forward them directly to The California Oregon Power Company for execution by that company.

Very truly yours,

FARRENS & MAXWELL

By Paul Farrens

PF:e
Enc.
cc- Mr. J. T. Runyan
The California Oregon Power Co.
Klamath Falls, Oregon

and distribution line upon new right of way of said relocated highway, Corporation agrees that any betterment of said pole line and said distribution line facilities, by reason of new poles, new fixtures and facilities, or other circumstances, shall not be subject to reimbursement by the State, but shall be considered a betterment which shall be borne solely by the Corporation. "Betterments" shall be deemed to be the difference between the value of the original facility in place and the value of the new facility in place.

6. State hereby grants to Corporation the right to locate said poles and facilities within the said relocated highway right of way limits; subject, however, to existing statutory provisions, limitations, and restrictions. In the event the needs of the State are such that it is necessary at any time in the future to set Corporation's poles either within or outside of the limits of said relocated highway, State agrees that it will reimburse Corporation for such cost taking into account, however betterments as hereinabove defined and if such new relocation is within the limits of the highway, all provisions of this agreement shall continue to apply thereto Corporation shall at all times have right of ingress and egress to its said pole line for the purpose of erecting, maintaining, repairing, removing, and replacing the same.

IN WITNESS WHEREOF , the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
asst State Highway Engineer

APPROVED:

C W Enfield
____
Chief Counsel

WITNESS:

____

STATE OF OREGON, by and through
its State Highway Commission

By Ben R Chandler
As Chairman

By Chas H Reynolds
As Commissioner

By ______________________
As Commissioner

State

THE CALIFORNIA OREGON POWER COMPANY,
A California corporation qualified
to do business in the State of Oregon

By______________________
Vice President and General Mngr.

By______________________
Secretary
(Corporation)

4.0

4/21/52

April 28, 1952

The California Oregon Power Company
Klamath Falls,
Oregon

Attention: Mr. Truman Runyan

Gentlemen:

We are enclosing herewith three copies of an agreement between the State Highway Commission and The California Oregon Power Company relative to the movement of eleven power poles located on private right of way along Modoc Point-Barkley Springs Section of The Dalles-California Highway. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Power Company.

When fully executed please return the copy marked "Office Copy" to this office for the Commission's files.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]
Enc. 3

cc - Mr. Paul Farrens, Attorney at Law
First Federal Savings & Loan Bldg.
Klamath Falls, Oregon

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FOR FILING

RAILROAD COMPANIES
FILE NO. 388

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. J. ASTRUE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. M. JAEKLE
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 20, 1952

IN REPLY PLEASE REFER TO
912/323

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer
Secretary

Gentlemen:

Reference is made to your letter dated April 28, relating to construction of the Modoc Point-Barkley Springs section of The Dalles-California Highway.

We return herewith for the records of the State one fully executed counterpart of agreement dated April 22, 1952, between Southern Pacific Company and State of Oregon covering the cost of inspection service and work to be performed by the Railroad at the expense of the State in connection with this project.

Yours very truly,

E E Mayo

Enc.

BY SECRETARY

notify [illegible]
and
file

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

RECEIVED
[illegible] 1952
FOR FILING

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 6, 1952

MR. C. P. NORTON, AREA SUPERINTENDENT
PLANT AND ENGINEERING
THE WESTERN UNION TELEGRAPH COMPANY
SAN FRANCISCO, CALIFORNIA

THIS WIRE IS YOUR AUTHORITY TO STRING TEMPORARY CIRCUITS FOR WESTERN UNION LINES WHERE SUCH CIRCUITS ARE ESSENTIAL FOR PROTECTION YOUR LINES BETWEEN MODOC POINT AND ALGOMA AND BILL STATE OF
estimated (correction phoned in)
OREGON FOR COST ^ AT $3500.

W. C. WILLIAMS
ASSISTANT STATE HIGHWAY ENGINEER

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1220

(54)

SYMBOLS

DL=Day Letter

NL=Night Letter

LT=Int'l Letter Telegram

VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA031 OC029

04SFD201 LONG DH=SANFRANCISCO CALIF 6= 1952 MAY 6 AM 10 15

R H BALDOCK=STATE HIGHWAY ENGINEER OREGON STATE HIGHWAY DEPT

ATTN W C WILLIAMS ASST STATE HIGHWAY ENGINEER SALEM ORG=

:IN CONNECTION WITH CONTRACTORS WORK IN REBUILDING U.S. HIGHWAY 97 BETWEEN MODOC POINT AND ALGOMA WE HAVE EXPERIENCED CONSIDERABLE WIRE TROUBLE CAUSED BY CONTRACTORS BLASTING. JOINT INSPECTION BY WESTERN UNION, SOUTHERN PACIFIC AND YOUR MR. TOOLE SHOWS WIRES MUST BE PROTECTED AT ONCE IN ORDER FOR CONTRACTOR TO PROCEED WITHOUT CAUSING SERIOUS INTERRUPTIONS TO BOTH W.U. AND R.R. SERVICE WHICH WE CANNOT TOLERATE. PROPOSE TO STRING TEMPORARY CIRCUITS ON R.R. SIGNAL LINE UNTIL BLASTING COMPLETED. ESTIMATED COST TO STATE $3500. PLEASE WIRE ME AUTHORITY AT ONCE FOR US TO PROCEED WITH OUR PROPOSED WORK BILLING STATE ACTUAL COSTS INCURRED PLUS CUSTOMARY OVERHEADS=

C P NORTON WESTERN UNION TELEGRAPH CO=

97 ALGOMA $3500=

RECEIVED
JUL 1952
FOR FILING

April 28, 1952

Agenda Item 4-q

Southern Pacific Company
65 Market Street
San Francisco 5, California

Gentlemen:

We are enclosing herewith two copies of an agreement between the Southern Pacific Company and the State Highway Commission covering the cost of inspection service in connection with construction of the Modoc Point-Barkley Springs Section of The Dalles-California Highway. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of the above agreement to this office for the Commission's files.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

Filed 6-4-52

BY SECRETARY

Has it been returned?

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. J. ASTRUE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. M. JAEKLE
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 10, 1952

IN REPLY PLEASE REFER TO

912/323

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter dated March 25, 1952, to Mr. Walker Paul, concerning proposed construction of the Modoc Point-Barkley Springs unit of The Dalles-California Highway in Klamath County, Oregon.

We enclose herewith for your consideration duplicate counterparts and one extra copy of proposed agreement between Southern Pacific Company and State of Oregon under which State agrees to reimburse Railroad for expenses incurred by it in furnishing safeguards and protection for its operations while work of constructing the highway is being carried on, and State also agrees to require its contractor to enter into usual form of agreement with the Railroad. We believe that you will find this agreement to be entirely satisfactory and we will appreciate your arranging to have it executed on behalf of the State of Oregon and then returning both counterparts to us so that we may arrange for similar action on behalf of our Company.

As a matter of information, the form of contractor's agreement referred to has been prepared and sent to our division headquarters at Dunsmuir, California, for further handling with your contractor, F. L. Somers, and it is anticipated that this agreement will be completed at an early date. Also, the contractor has provided an insurance policy in the name of Southern Pacific Company, which policy is now being reviewed by our Law Department, and we have been informed that contractor has also arranged to have a certified copy of his insurance policy sent to us for similar attention.

RECEIVED
APR 14 1952
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer

We trust that all arrangements in connection with this project will be completed at an early date so that contractor may be permitted to proceed with the work adjacent to our premises and, in view of the statement contained in your letter of March 25 to the effect that our bills for flagmen, etc., will be honored by the State, we are prepared to permit the contractor to proceed as soon as he has executed the agreement with our Company and furnished insurance in a form satisfactory to our Law Department.

Yours very truly,

E E Mayo

Enc.

FOR FILING

[illegible]

366

March 25, 1952

Mr. Walker Paul
Assistant Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California

Dear Mr. Paul:

Under separate cover, I am forwarding to you a copy of Specifications and Contract Agreement as applying to the Modoc Point-Barkley Springs Unit of The Dalles-California Highway in Klamath County. In general, this agreement carries the same agreements as to railroad protection, payment for watchmen, flagmen, inspectors, etc. as on the former Barkley Springs-Algoma unit. The insurance provisions have been changed somewhat to include occurrence, as well as accident insurance.

Funds have been provided in our project authorization to reimburse the Southern Pacific Company for such flagmen, watchmen, and inspectors as are required for proper protection of the railroad interests, and this letter is your authority to bill the State Highway Commission for such services as are rendered.

I believe you will find that the protection of the railroad is satisfactorily covered in the provisions included on pages 23, 24, 25, 26, and 27 and the informational copy of the agreement to be entered into with the Southern Pacific Company by the State's contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

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APR 17 1952
FOR FILING

Files

April 17, 1952

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 14, 1952 on Contract No. 3660, Modoc Point-Barclay Springs Unit, Modoc Point-Algoma Section, in connection with Federal Aid Project No. BF-26 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/sc

RECEIVED
APR 17 1952
FOR FILING

April 15, 1952

Oregon State Highway Commission

Gentlemen:

While the Railroad Company has approved encroachments on Southern Pacific Company property on the Modoc Point-Barkley Springs section of The Dalles-California Highway, the formal agreement has not been executed. We now have the formal agreement, which we find satisfactory, and will present it to you for your consideration at the next meeting.

This agreement provides that the State, as in the past, pay costs incurred by the Railroad Company in protecting its tracks, signal and communication lines, et cetera. In the agreement as prepared, the Railroad Company estimates this service at $35,670, which we feel is unduly high. Division Engineer Chandler has estimated that the cost should not exceed $10,000, but, in any event, the actual cost will prevail.

An amount of $10,000 has been provided in the project authorization to cover the railroad protection work.

I recommend your approval of the agreement as prepared.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me 1g
cc Mr. W. C. Williams

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
APR 10 1952
LEGAL

Dear Sir:

In regard to Assignment #3288, the attached agreement for the moving of 11 poles of the Copco is approved. The poles are on private right of way and must be moved.

For some unexplained reason, Swift went over this job with Toole and got the idea no poles were to be moved, and, consequently, no money was set up in the program. However, it is estimated to cost only $3,300.00 and can be handled in the contingency fund.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

NOTED
W. C. WILLIAMS

ASSIGNMENT

No. 3298
By Ivey

Date: April 7, 1952

Description: Re agreement covering relocation of Calif-Ore Power Company Pole line to be entered into by Commission and Calif-Ore Power Company

Acknowledged by _ _ _ _ _ Referred to _ _H. G._Smith_ _ _ _ _ _

XXInvestigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _ _

Remarks: Is this O.K.?

PLEASE RETURN TO
W. C. WILLIAMS

FARRENS & MAXWELL
ATTORNEYS AT LAW
FIRST FEDERAL SAVINGS & LOAN BUILDING
KLAMATH FALLS, OREGON

PAUL FARRENS
R. B. MAXWELL
W. J. MOSHOFSKY

April 4, 1952

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

At the request of The California Oregon Power Company we have prepared and are enclosing herewith four counterparts of a proposed agreement to be entered into between the Commission and the Corporation covering the relocation of the Corporation's pole line now located on private property to your proposed relocated highway on the Modoc Point-Barkley Springs Unit of the Modoc Point-Algoma Section of The Dalles-California Highway.

This agreement has been prepared on the assumption that the principles involved are identical with those which were embodied in the previous agreement of May 22, 1950, covering the earlier relocation on the Barkley Springs-Algoma Section.

If the agreement meets with your approval and the approval of your Legal Department, will you please see that the necessary number of counterparts are executed by the Commission and forwarded directly to The California Oregon Power Company for execution by the Corporation.

Very truly yours,

FARRENS & MAXWELL

By Paul Farrens

PF:fc
Enc

cc--Mr. J. C. Toole
Resident Engineer
2556 Altamont Drive
Klamath Falls, Oregon
(Enclosure)

cc-- Mr. Truman Runyan
The California Oregon Power Company
Klamath Falls, Oregon
(Enclosure)

RECEIVED
APR 7 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1952
FOR FILING

4-0

April 14, 1952

Oregon State Highway Commission

Gentlemen:

In the construction of the Modoc Point-Barkley Springs Unit of The Dalles-California Highway, which was recently placed under contract, it was necessary to move some 11 power poles of the California Oregon Power Company which now occupy private right of way. The State is obligated to pay the costs of moving poles when they occupy private right of way, and an agreement has been prepared for the moving at an estimated cost of $3,300, which cost is provided for in the contingency fund of the project authorization.

The agreement between the State Highway Commission and the California Oregon Power Company will be presented to you for consideration at the next meeting, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. C. H. Maison
WCW:me bl

RECEIVED
FOR FILING

[illegible]
3660

April 14, 1952

Mr. F. L. Somers
P. O. Box 938
Klamath Falls
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3660 which was awarded to you on March 13, 1952 by the State Highway Commission, covering the Modoc Point-Barkley Springs Unit of the Modoc Point-Algoma Section of the The Dalles-California Highway in Klamath County.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 4/14, J C

RECEIVED
FOR FILING

P7 [illegible]
2[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1952

SUBJECT: Laboratory Reports
Modoc Point-Barkley Springs Section

To: Mr. R. H. Baldock
State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith laboratory reports on samples taken by Mr. Chandler and myself from the Modoc Point-Barkley Springs job which showed three breaks and extensive cracking in February.

The test on the B-2 surface shows excess fines, 24%; specification provides for $\frac{1}{4}$minus equal to 5.3%. Test also shows deficient asphalt, 4.5%, where 6.5% is required amount. Recovered asphalt had penetration of 97. These two factors make a brittle mat and inspection shows this condition exists. The excess fines may be the result of crushing aggregate under the roller.

The test on the base course shows over 50% passing $\frac{1}{4}$" which is too much. The fines show plastic index "0" which is good.

Remedy; The section should at the very least be sealed this summer but that will not make surface adequate. The best cure would be an asphaltic concrete which would seal and add considerable strength and I think would make an adequate surface.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:mf
Enc.

c.c. - Mr. W. W. Stiffler

REFERRED TO
Williams
By State Highway Engineer

Form E-55—10M—4-51

COPY

OREGON STATE HIGHWAY COMMISSION
MATERIALS DEPARTMENT
Laboratory Report

Project
Highway Modoc Point-Barkley Springs
Contractor or Foreman
Submitted by E. A. Collier
Paving Crew No.
Contract No.
Prefix No.
County
F. A. Project No.
Date reported Mar. 14, 1952

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type Pen. B-2
Asphaltic cement
Weather
Sampled by
Remarks:
Grade
Date laid
Mixture
Location by mile 266.85, The Dalles-Cal.
Average thickness
Date received Mar. 12,1952

TEST RESULTS

Laboratory No. 279134
Data Sheet No. None

Screen opening: To ¼ in. Square
¼ in. and below:— Square

Granulometric analysis:

Retained on	*Per cent single sieve*
1½	0
1	12.6
3/4	25.1
½	14.2
¼	19.5
10	10.2
200	9.5

Pass No. 200 4.4
Tar and/or bitumen 4.5
Aggregate passing No. 10 sieve:

Retained on	*Per cent single sieve*
No. 40	
No. 80	
No. 200	
Pass No. 200	

Cut sample

Location
Specific gravity
Voids
Voids mineral aggregate
Compaction
Thickness

REMARKS

Specified for B-2

1½"-3/4"	54.4%
3/4"- ½"	10.1%
½"-¼"	18.9%
¼"-0"	9.4%
A.C.	7.2%

Penetration reclaimed asphalt - 97
Determined asphalt content low because of inability to extract completely from porous rock.

RECOMMENDATIONS

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
x Maintenance Engineer Collier
Bridge Engineer
Requisition Office
x Division Engineer Chandler
Resident Engineer
x Dist. Maint. Supt. S. P. Jones
Foreman
x Files

Engineer of Materials

State Printing Dept. 48310

orm E-61—15M—5-51

GON STATE HIGHWAY COMMIS
Materials Department

COPY

LABORATORY REPORT

Project
Highway
Contractor
Submitted by E. A. Collier

Contract No.

Prefix No.
County
F. A. Project No.
Date reported Mar. 13, 1952

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material MP 266.85, The Dalles-Cal. Hwy.

Sampled at Road Failure

To be used Topping & Leveling

Sampled by E. A. Collier

Date received Mar. 12, 1952

Quantity represented

TEST RESULTS

Laboratory No. 279133

Data Sheet No. None

Type of material Rock

Screen opening: To ¼": Square ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3½	0	0	
3	5.2	5.2	
2	7.2	12.4	
1½	4.8	17.2	
1	8.7	25.9	
3/4	5.6	31.5	
½	7.2	38.7	
¼	9.6	48.3	
10	19.1	67.4	
40	19.1	86.5	
P40	13.5	13.5	
Total	100.0		

Abrasion, per cent wear, Deval		
Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity Index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	25	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Public Roads Administration
Construction Engineer
x Maintenance Engineer Collier
Bridge Engineer
Requisition Office
x Division Engineer Chandler
Resident Engineer
x Dist. Maint. Supt. S. P. Jones
Foreman
x Files

STATE PRINTING DEPT 49137

RECEIVED
MAR 18 1952
FOR FILING

March 17, 1952

Mr. F. L. Somers
P.O. Box 938
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3660 for the grading and paving project of the Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section of The Dalles-California Highway, Klamath County. This award was based on your low bid of $338,666.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 13, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project BF-26(9), Modoc Point-Barkley Springs Unit of The Dalles-California Highway, to F. L. Somers of Klamath Falls, Oregon, low bidder in the amount of $338,666.00 at the March 13, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
[illegible] 1952
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

OREGON DISTRICT

F.F.-26(9)

#2662

O.F. 2614

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-26(9), Modoc Point-Barkley Springs Unit, Modoc Point-Algoma Section of The Dalles-California Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

BF-26(9) Modoc Pt.-Barkley Springs 1953
Unit (Inspection Reports)
#3660

FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

L-7701

IN REPLY PLEASE REFER TO

File: 912/323

April 29, 1953

SUBJECT: Highway Relocation - Ouxy to Modoc Point, Oregon

Mr. G. S. Paxson
Bridge Engineer
Oregon Highway Commission
Salem, Oregon

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 44 to 51 inclusive and Supplement No. 1 to Weekly Report Summaries Nos. 1, 3, 4, 32, 33 and 43; also Supplement No. 2 to Weekly Report Summaries Nos. 3, 6 and 19, one of which is supported by duplicates of daily and weekly field reports on Form L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit No. 89291, dated April 22, 1952.

Very truly yours,

E. E. Mayo
per C R Tinkler

* Encls.

RECEIVED
MAY 4 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 4 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 1
SUPPLEMENT No. 1

Week Ending March 29, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Install Flagmen Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck S.H. 7	B&B 16	Mile	50	.05		2.50 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck S.H. 7-1-1/2 Ton	B&B 16	Day	1	7.50		7.50
8	Supplies						
9	Gasoline Tr.	B&B 16	Gal	5.8	.31		1.80
10	Total (1) Install Flagmen Facilities						6.80
11	Total Weekly Report Summary No. 1, Supplement No. 1						6.80

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

F.L. Somers

Project Highway Relocation Location Cuxy-Modoc Point ~~G.M.O.~~ Agmt. No. 89291

Gang Lineman Report No. 5 ~~Daily or~~ Week Ending Sept. 30, 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	4								4	408.12	

Total Labor 4

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense meal	1		1.30						1.30

Total Material 1.30

Equipment	Equipment Hours * A	B	C	D	E
Truck Tel. 751 35 miles	4				

Description of Work	
A	Repairing lines damaged by
B	contractor
C	
D	
E	
F	

* Note: Also report locomotive
and automobile miles.

Correct ____________________
Engr. Insp. Title-S. P. Co.

Approved ____________________ Contractor
~~Res. Engr. State Highway Dept.~~

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 3
SUPPLEMENT No. 1

Period Ending April 5, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) Install Flagmen Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck Tel. 51	Comm.	Mile	100	.05		5.00 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck Tel. 51-3/4 Ton	Comm.	Day	2	5.75		11.50
8	Supplies						
9	Gasoline Tr.	Comm.	Gal.	6.8	.31		2.11
10	Total (1) Install Flagmen Facilities and						
11	Total Weekly Report Summary No. 3, Supplement No. 1						8.61

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

F.L. Somers

Project Highway Relocation Location Ouxy-Modoc Point Agmt. No. 89291

Gang Lineman Report No. 7 Daily ~~or Week Ending~~ Sept. 29, 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	4								4	408.12	

Total Labor 4

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Lunch			1.30						1.30

Total Material 1.30

Equipment	Equipment Hours * A	B	C	D	E
Truck Tel.					
#51	4				
35 miles					

	Description of Work
A	Repairing lines damaged by
B	contractor
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Engr. Insp. Title-S. P. Co.

Approved Contractor
~~Res. Engr. State Highway Dept.~~

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 4
SUPPLEMENT No. 1

Week Ending April 12, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Install Flagmen Facilities					
2	Temporary Indicators					
3	Material					
4	Relay, DN-11, 4 ohm, 4 pt.	Each	1	45.00	45.00	
5	Indicator Head, Switch Type	"	2	67.51	135.02	
6	Connections, Track flex	"	4	.27	1.08	
7	Wire, #14 flex	Lin.Ft.	50	.02	1.00	
8	" , #14 s.c.	" "	400	.02	8.00	
9	" , #10 1 condr.	" "	100	.04	4.00	
10	Protectors, Bond	Each	2	.05	.10	
11	Sleeves, Nico-press #1	"	4	.08	.32	
12	Clevices, Dead End	"	2	.43	.86	
13	Bolts, 5/8"x6"	"	2	.14	.28	195.66
14	Store Expense		$195.66	9.00%		17.61
15	Estimated Value of Material Recovered from Temporary Use					167.00 Cr.
16	Total (1) Install Flagmen Facilities and					46.27
17	Total Weekly Report Summary No. 4, Supplement No. 1					

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

ect Highway Relocation Location Cuxy-Modoc Point Agmt. XXX. No. 89291 F.L. Somers

Gang Lineman Report No. 4 ~~Daily or~~ Week Ending Sept. 27, 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	4								7	408.12	

Total Labor 7

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Meal	2	2.50							2.50

Total Material 2.50

Equipment	Equipment Hours * A	B	C	D	E
Truck Tel.					
#51	7				
70 miles					

Description of Work	
A	Repairing lines damaged by
B	contractor
C	
D	
E	
F	

FEB 5 1953

* Note: Also report locomotive and automobile miles.

Correct ____________________
Engr. Insp. Title-S. P. Co.

Approved ____________________ Contractor
~~Res. Engr. State Highway Dept.~~

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 32
SUPPLEMENT No. 1

Week Ending September 27, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) Protect Track, Signal and Communication Lines					
2	Repairing Communication					
3	Lines Damaged by Contractor					
4	Lineman ($403.95/168)	Hour	7	2.4045	16.83	
5	Supervision		$16.83	10.00c	1.68	
6	Vacation Allowance		16.83	3.00c	.50	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		17.33	6.00c	1.04	
9	Workmen's Compensation Insurance		16.83	3.00c	.50	
10	Public Liability and					
11	Property Damage Insurance		16.83	1.00c	.17	20.72
12	Personal Expense					
13	Lineman	Meal	2			2.50
14	Equipment Rental					
15	Truck Tel. 51-3/4 Ton	Day	7/8	5.75		5.03
16	Total (2) Protect Track Signal and Communication Lines and					
17	Total Weekly Report Summary No. 32, Supplement No. 1					28.25

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

F.L. Somers

Project Highway Relocation Location Cuxy-Modoc Point Agmt. ~~G.M.O.~~ No. 89291

Gang Lineman Report No. 6 Daily ~~or Week Ending~~ Sept. 24, 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	3								3	408.12	

Total Labor 3

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Lunch	Ea.		1.25						1.25

Total Material 1.25

Equipment	Equipment Hours * A	B	C	D	E
Truck Tel. #51	3				
35 miles					

Description of Work

A Repairing lines broken by
B contractor
C
D
E
F

FEB 26 1953 P. K. C.

* Note: Also report locomotive and automobile miles.

Correct
Engr. Insp. Title-S. P. Co.

Approved Contractor
~~Res. Engr. State Highway Rep.~~

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 33, Supplement No. 1 Period Ending Sept. 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) Protect Track, Signal and Communication Lines					
2	Repair Communication Lines					
3	Damaged by Contractor					
4	Lineman ($403.95/168)	Hour	4	2.4045	9.62	
5	Supervision		$9.62	10.00c	.96	
6	Vacation Allowance		9.62	3.00c	.29	
7	Railroad Retirement and					
8	Unemployment Compensation Taxes		9.91	6.00c	.59	
9	Workmen's Compensation Insurance		9.62	3.00c	.29	
10	Public Liability and					
11	Property Damage Insurance		9.62	1.00c	.10	11.85
12	Personal Expense					
13	Lineman	Meal	1			1.30
14	Equipment Rental					
15	Truck Tel. 51	Day	1/2	5.75		2.88
16	Total (2) Protect Track, Signal and Communication Lines and					
17	Total Weekly Report Summary No. 33, Supplement No. 1					16.03

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

ject Highway Relocation Location Ouxy-Modoc Point ~~G.O.~~ Agmt. No. 8[illegible]291 F.L. Somers

Gang Lineman Report No. 5 Daily ~~or Week Ending~~ Sept. 22, 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	4								4	408.12	

Total Labor 4

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Lunch	Ea.	1	1.25						1.25

Total Material 1.25

Equipment	Equipment Hours * A	B	C	D	E
Truck Tel. #51	4				
35 miles					

Description of Work

A Repairing lines broken by
B contractor
C
D
E
F

* Note: Also report locomotive and automobile miles.

O. H. P.
FEB [illegible] 1953

Correct
Engr. Insp. Title-S. P. Co.

Approved Contractor
~~Res. Engr. State Highway Dept.~~

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 43
SUPPLEMENT No. 1

Week Ending November 29, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Signal Indicator and Flagman Phones					
2	Lineman ($408.12/152)	Hour	8	2.685	21.48	
3	Supervision		$21.48	10.00c	2.15	
4	Vacation Allowance		21.48	3.00c	.64	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		23.63	6.00c	1.42	
7	Workmen's Compensation Insurance		21.48	3.00c	.64	
8	Public Liability and					
9	Property Damage Insurance		21.48	1.00c	.21	26.54
10	Personal Expense					
11	Lineman	Meal	1			1.30
12	Equipment Rental					
13	Truck Tel. 51-3/4 Ton	Day	1	5.75		5.75
14	Supplies					
15	Gasoline	Gal.	4	.31		1.24
16	Material Released					
17	Telephone 317 AG	Each	1			
18	" 1417 S	"	2			
19	Ground Rods, copper	"	3	Credit shown when material originally installed.		
20	Protectors, 98A	"	5			
21	Bell 2500 ohm Ext.	"	2			
22	Cam key 6017E	"	1			
23	Batteries Dry Cell	"	6			
24	Horn WE #8526	"	1			
25	Telephone Extension					
26	Signal Relay	"	1			
27	Total (1) Signal Indicator and Flagman Phones and					
28	Total Weekly Report Summary No. 43, Supplement No. 1					34.83

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

oject Highway Relocation Location Ouxy-Modoc Point G.M.O. No.

Gang Lineman Report No. 6 Final ~~Daily or~~ Week Ending November 29 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	8										
									8	408.12	

Total Labor 8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Meals	1		1.30						1.30
Telephone #317 AE SH	Ea		1						
" #1417 S	"		2						
Ground rods copper	"		3						
Protectors 98 A	"		5						
Bell 2500 OHM Ext	"		2						
Cam Key 6017 E	"		1						
Dry Cell Batteries	"		6						
WP Horn #8526	"		1						
Telephone Extension									
Signal Relay	"		1						

Total Material

Equipment	Equipment Hours * A	B	C	D	E
Truck Tel					
# 51					
55 miles	8				

	Description of Work
A	Release temporary telephones
B	and extension horn in
C	3 flagging shacks
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 3
SUPPLEMENT No. 2

Period Ending April 5, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Install Flagman's Facilities					
2	Telephones and Circuits					
3	Material					
4	Telephone 1417-S New	Each	1	50.45		50.45
5	Store Expense 9% of		50.45			4.54
6	Total (1) Install Flagman's Facilities and					
7	Total Weekly Report Summary No. 3, Supplement No. 2					54.99

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

ject Highway Relocation Location Ouxy-Modoc Point G.M.O. No.

Gang Lineman Report No. Final 8 Daily November 28 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours Rate	Amount
Lineman	8								8 408.12	

Total Labor 8

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Lunch			1.30						1.30
Material									
Telephone #317 AE SH	Ea		1						
" #1417 S	"		2						
Ground rods-copper	"		3						
Protectors 98A	"		5						
Bell 2500 OHM Ext.	"		2						
Cam Key 6017 E	"		1						
Dry Cell Batteries	"		6						
WP Horn #8526	"		1						
Telephone Extension									
Signal Relay	"		1						

Total Material

Equipment	Equipment Hours * A	B	C	D	E
Truck Tel.					
#51	8				
55 Miles					

Description of Work	
A	Release temporary telephones
B	and extension horn in
C	3 flagging shacks
D	
E	
F	

FEB 5 1953

* Note: Also report locomotive and automobile miles.

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Pt., Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 6
SUPPLEMENT No. 2

Week Ending April 26, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) Install Flagmen's Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck Tel. 51	Comm.	Miles	35	.05		1.75 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck Tel. 51-3/4 Ton	Comm	Day	1/2	5.75		2.88
8	Supplies						
9	Gasoline Tr.	Comm.	Gal.	2.4	.31		.74
10	Total (1) Install Flagmen's Facilities and						
11	Total Weekly Report Summary No. 6, Supplement No. 2						1.87

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

ject Highway relocation Location Ouxy-Modoc Point G.M.O. No.

Gang Signal #2 Report No. Final 3 ~~[illegible]~~ Week Ending January 10, 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lead Signalman	4								4	2.041	8.164
Helper	4								4	1.681	6.724

Total Labor 8 14.888

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
#0 HM 4pt. DN-11 Relay	Ea		1						
Indicator Head Sw. Type	"		2						
Stan. Track flex conn	"		4						
#14 Flex Wire	Ft		50						
#14 Solid Insul. wire Copper	"		400						
#10 Wire 1 condr solid copper	"		100						
P&M Bond wire Protect	Ea		2						
Nicopress sleeves #1-162J	"		4						
Dead end clevises #1341	"		2						
Machine bolts 5/8X6"			2						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Release 2-switch type temporary
B	indicators at central flagging
C	shack
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct ____________________
Title-S. P. Co.

Approved ____________________
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 19
SUPPLEMENT No. 2

Period Ending July 5, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Install Flagmen's Facilities						
2	As Charged						
3	Equipment Operation						
4	Truck Tel. 51	Comm.	Mile	45	.05		2.25 Cr.
5	Should Be						
6	Equipment Rental						
7	Truck Tel. 51 - 3/4 Ton	Comm.	Day	1	5.75		5.75
8	Supplies						
9	Gasoline Tr.	Comm.	Gal.	3	.31		.93
10	Total (1) Install Flagmen's Facilities and						
11	Total Weekly Report Summary No. 19, Supplement No. 2						4.43

Note: Adjustment made to conform to terms of contract.

SOUTHERN PACIFIC COMPANY

L-7702

ILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Highway Re-location Location Ouxy-Medoc Point G.M.O. No.

Gang Signal #2 Report No. Final 3 Daily or ~~Week Ending~~ January 8, 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lead Signalman	4								4	2.041	8.164
Helper	4								4	1.681	6.724

Total Labor 8 14.888

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
40 HM 4pt. DN-11 Relay	Ea		1						
Indicator Head SW Type	"		2						
Stan. Track flex conn.	"		4						
#14 Flex Wire	Ft		50						
#14 Solid insul. wire Copper	"		400						
#10 Wire 1 Condr Solid Copper	"		100						
P&M Bond Wire Protect.	Ea		2						
Nicopress sleeves #1-162J	"		4						
Dead end clevises #1341	"		2						
Machine bolts 5/8"X6"	"		2						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Release 2-switch type temporary
B indicators at central flagging
C shack
D
E
F

R. K. C.
FEB 3 1953

* Note: Also report locomotive and automobile miles.

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 44	Period Ending November 30, 1952
" " " No. 45	" " December 6, 1952
" " " No. 46	Week " " 13, 1952
" " " No. 47	" " " 20, 1952
" " " No. 48	" " " 27, 1952
" " " No. 49	" " " 31, 1952
" " " No. 50	" " January 3, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Relocation - Ouxy to Modoc Point, Oregon
In Accordance with Agreement Audit No. 89291, dated April 22, 1952
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 51 Week Ending January 10, 1953

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(1) Signal Indicator and Flagmen's Phones						
2	Lead Signalman	Sig.No.2	Hour	4	2.081	8.32	
3	Helper	" "	"	4	1.721	6.88	
4						15.20	
5	Supervision			$15.20	10.00%	1.52	
6	Vacation Allowance			15.20	3.00%	.46	
7	Railroad Retirement and						
8	Unemployment Compensation Taxes			15.66	6.00%	.94	
9	Workmen's Compensation Insurance			15.20	3.00%	.46	
10	Public Liability and						
11	Property Damage Insurance			15.20	1.00%	.15	18.73
12	Material Released						
13	Relay DN-11, 40 ohm, 4 pt.		Each	1			
14	Indicator Head Sw. Type		"	2	Credit shown		
15	Track Connector flex		"	4	when material		
16	Wire #14 flex		Lin.Ft.	50	originally installed.		
17	" #14 Solid Ins.		" "	400			
18	" #10 " 1 condr.		" "	100			
19	Bond Wire Protector		Each	2			
20	Nico-Press Sleeves #1-162J		"	4			
21	Dead End Clevices #1341		"	2			
22	Machine Bolts 5/8"x6"		"	2			
23	Total (1) Signal Indicator and Flagmen's Phones and						
24	Total Weekly Report Summary No. 51						18.73

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

oject Highway Relocation Location Quxy-Modoc Point G.M.O. No.

Supp.#1

Gang Lineman Report No. 2 Daily or ~~Week Ending~~ April 3, 19 52

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Telephone No.1417-S New	Ea		1						

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Temporary flagging circuit
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

19-3308 Alkali Lake Rock Prod. Project 1952
on the Lakeview-Burns Hwy., 25 miles
N. of Valley Falls Post Office.
#3661

RECEIVED

R. H. Baldock

January 11th, 1954

19-8308

Alkali Lake Section
Contract #3661
3661

FINAL COST ANALYSIS

N. A. Toole Construction Co., Contractor
V. E. Graue, Resident Engineer

Lakeview-Burns Highway
Prefix 19-8308

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Mat'l. in Stockpile	3,041.7	Cu. Yd.	$3.15	$2.772	$ 8,436.20	$ 9,581.36
½"-¼" Cr. Mat'l. in Stockpile	3,289.2	"	3.15	2.772	9,123.24	10,459.58
¼"-#10 Cr. Mat'l. in Stockpile	2,100.9	"	3.15	2.772	5,828.28	6,617.84
S.P. Haul Adjustment in Favor of Contractor	1,501.62	Yd. Mi.	0.12	0.121	181.17	180.19
					$23,567.89	$26,740.37

Gross Revenue	$26,740.37
Total Cost	23,567.89
Net Profit	$ 3,172.48

Net Profit Equals 11.8% of Gross Revenue

NOT
State Highway

Alkali Lake Rock Production
Contract #3661

Detail of Cost

Labor:		
Labor and Supervision	$ 6,577.15	
Labor Insurance	419.83	
		$ 6,996.98
Equipment Rentals & Misc. Supplies:		
Equipment Rental (Owned)	$ 6,014.50	
Hired Trucks	4,973.89	
Gas, Oil & Grease	2,419.30	
Freight & Cartage	1,848.47	
P.U.C. Fees	229.93	
P.L. & P.D. Insurance	81.95	
Small Tools & Misc. Supplies	320.60	
Bond	200.55	
Home Office & General Overhead	481.72	
		16,570.91
Total Cost		$23,567.89

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	8,431.8	Cu. Yd.	$ 4,268.75	$0.506
Doze to Crusher (2 Dozers)	"	" "	4,221.78	0.50
Crush	"	" "	8,303.78	0.984
Haul to Stockpile (Average Haul - 5.5 Miles)	"	" "	5,570.87	0.661
Stockpiling	"	" "	1,021.54	0.121
			$23,386.72	$2.772

The crushing plant operated 247 hours, for an average production of 34.1 cu. yds. per working hour.

Contract #3661

Remarks:

This was a "State Project" calling for crushing and stockpiling of 8,000 cu. yds. of crushed material in stockpiles. The contract was bid and awarded March 13th, 1952, and completed January 21st, 1953.

On December 7th, 1952, the contractor moved a Cedar Rapids portable crusher into the gravel deposit located 0.1 mile easterly from M.P. 48.7 on the Lakeview-Burns Highway. The gravel in this deposit was very fine and ran about 60% rejects. The plant was fed with T.D. 18A cat and dozer (full-time) and T.D. 14 cat and dozer (part-time). All crushed materials were hauled to stockpile in four 5 cu. yd. hired trucks. The crushing plant operated 247 hours, for an average production of 34.1 cubic yards per working hour.

Having winter weather and with 60% rejects which resulted in low production of crushed gravel, the contractor realized only a small profit from this project.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED FOR FILING

19-830#

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 8, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3661	3-final	N. A. TOOLE CONSTR. CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6140	R-63734	$ 621.22	4/7/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: Extended to March 31, 1953 without penalty

Completion Date: Jan. 31, 1953

Date Accepted: Feb. 17, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-10-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query

Acting ~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

A. A. Wicklander

RECEIVED
FOR FILING

17-

3661

March 25, 1953

J. C. Finlay General Insurance Agency
General Casualty Company of America
209 S. W. Fourth Avenue
Portland, Oregon

Gentlemen:

State Highway Contract No. 3661 for rock production on the Alkali Lake Section of the Lakeview-Burns Highway in Lake County was completed by the contractor, H. A. Toole Construction Company, on January 31, 1953, and was formally accepted by the Highway Commission on February 17, 1953.

Final payment in the amount of $621.22 will be released to the contractor on or after April 4. The total contract amount is $26,740.37, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your Company appears as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

[illegible]

cc - General Casualty Company of America
Seattle, Washington

~~NOTED ON CARD~~
3-25-53, gl

RECEIVED
FOR FILING

19-[illegible]

[illegible]

March 18, 1953

W. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on February 17, 1953, had under discussion your request for an extension of time of 182 days, from September 30, 1952 to March 31, 1953, within which to complete your contract No. 3661 for rock production on the Alkali Lake Section of the Lakeview-Burns Highway in Lake County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

Vincent M. Graue,
Resident Engineer

H. C. Smith,
Construction Engineer

NOTED ON CARD
3-18-53

RECEIVED
FEB 20 1953
FOR FILING

February 19, 1953

General Casualty Co. of America
J. C. Finlay, Agent
209 S. W. 4th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to H. A. Toole Construction Co. in connection with contract No. 3661, for rock production on the Alkali Lake Section of the Lakeview-Burns Highway in Lake County.

This payment, in the amount of $11,944.15, will be released to the contractor on or after March 2, 1953. The retained percentage is $807.81.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD
2-[illegible]-53

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

12-2365

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 6, 1953

Section Alkali Lake

Kind of work Rock Production

Highway Lakeview - Burns

Section prefix 19-8308

Contractor N. A. Toole Construction Co.

Contract number 3661

Date of contract Mar. 13, 1952

Date of completion Sept. 30, 1952

Date work started Dec. 11, 1952

Estimated date of completion Jan. 31, 1953

Amount of contract $ 25,200

Per cent of time elapsed 164 %

Estimated cost of completed project, exclusive of engineering $ 26, 723.35

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2, 057.94, 99 %

Date project was completed Jan. 31, 1953 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All stockpiles remeasured. Estimate sent Feb. 5, 1953

Some clean up left at gravel pit.

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Lakeview

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20		
Miles partially completed					
Miles completed					
Total estimated quantities			8000		
Estimated quantities moved or placed to date			8483		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
FEB 1953
FOR FILING

19-53

3441

February 4, 1953

Oregon State Highway Commission

Request for extension of time
No. 4
February 17 and 18 meeting

Gentlemen:

Herewith is a request from the H. A. Toole Construction Company for an extension of time on Contract No. 3441, Alkali Lake Rock Production Project, from September 30, 1952 to March 31, 1953.

During the past season the number of contractors available to produce crushed rock has been at a minimum and, as a result, several contractors have been awarded more contracts than they were able to complete within the specified limits. At our request, Mr. Toole completed another project near Ontario prior to starting on this section, in view of the fact that the material would not be needed until the 1953 season.

There has been no inconvenience to the State, nor additional costs because of the overrun, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure
cc Mr. H. G. Smith

hi

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FOR FILING

17 [illegible]

April 23, 1952

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on March 13, 1952, as follows:

Contract No. 3658, for rock production on the Suntex Section of the Central Oregon and Lakeview-Burns Highways in Harney County.

Contract No. 3661, for rock production on the Alkali Lake Section of the Lakeview-Burns Highway in Lake County.

Executed copies of the above contracts are also being mailed to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAR 1[illegible] 1952
FOR FILING

17-[illegible]

3661

March 17, 1952

N. A. Toole Construction Co.
P.O. Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3661 for the Alkali Lake Rock Production Project on the Lakeview-Burns Highway in Lake County. This award was based on your low bid of $25,200.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

26-4221 Interstate Bridge & Oregon 1952
Slough Bridge painting on the
Pacific Hwy. near Portland.
#3662

RECEIVED

FOR FILING

26-4221

3662

C
O
P
Y

October 22, 1953

Mr. P. J. McKay
District Engineer
Washington State Department of Highways
4200 Main Street
Vancouver, Washington

Dear Sir:

Receipt os acknowledged of your letter dated October 19, 1953 relative to our voucher for $13,273.38 covering the State of Washington's share of the cost of painting done in 1952 on the Columbia River Bridge. The data which you request is as follows:

1952 Contract painting (no State Force) let to Tri State Painting Co., Portland, for painting the lift span and south tower span, estimated at 1200 tons, for a lump sum bid of $25,000 plus engineering on the contract, amounting to $1,547.76. Contract let March 13, 1952 and completed August 7, 1952. Contract was bid lump sum. There was no unit price but figured on the bid price of $25,000 for 1200 tons the bid cost is $20.83 per ton. 26-4221 3662

1953 Contract painting (no State Force) let to C. H. Savage Co., Portland, for painting all spans from south tower span to Oregon side estimated at 5528 tons, for a lump sum bid of $76,800, plus engineering on the contract, estimated at $3100. Contract let April 8, 1953 and although work is complete all the engineering figures are not yet in our books. This contract was also bid lump sum so figured on the bid price of $76,800 for 5528 tons the bid cost is $13.89 per ton. 26-4224 8898

Bid price	$76,800
Estimated Engr. Cost	3,100
Total	$79,900
Estimated Washington share	39,950

This job has not been finaled so actual bill will vary slightly from this figure.

Your 1953 budget estimates will more than cover both painting jobs, which cost considerable less than our budget estimates.

STATE OF WASHINGTON

Washington
State Highway Dept.

C
O
P
Y

October 19, 1953

Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Attention: Mr. De France

Interstate Bridge
PSH No. 1

Gentlemen:

We received your voucher for $13,273.88 for Washington's share of the painting of the Columbia River bridge in 1952.

As you know, this work was done in our previous biennium (1951/53) and as we have now entered our new biennium as of April 1st, 1953, it will be necessary that we work up estimates of cost and set up funds for the necessary payments.

Please furnish us with data as follows: Tonnage of steel painted; unit price; tonnage of project; whether it was contracted or State Force; also furnish us with quantities, unit price, total cost and whether it is contract or State Force work for any work being done in our present fiscal year - April 1st, 1953, to March 31st, 1954.

As you know, we discussed the program for the interstate brudge with your department and arrived at certain items of work which were included in our budget:

		Washington portion
1.	Reconstruct operator's House; in our construction program.	$11,500
2.	In our extraordinary maintenance program; interstate brudge - repaint steel, 5,528 tons	$65,000
	interstate bridge - major repairs to mechanical equipment	$10,000

Due to our procedure for budget and location of funds it is necessary for us to obtain an authorized setup for a project for each one of the items listed. It is our plan to include in the steel painting for 1953 the work you performed in 1952. However, we must have both years separate for estimating purposes.

It would be appreciated if you would expedite the furnishing of the above information on work already performed or work to be performed or contracted prior to March 31st, 1954.

Yours very truly,

/s/ P. J. McKAY

P. J. McKAY
District Engineer

PJM:es

c.c. - Mr. Thomas

RECEIVED
DEC 10 1952
FOR FILING

26-4[illegible]

3662

Mrs Lewis

December 10, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter dated December 9 from the Jack C. Heer Company, Mead Building, Portland 4, in which they advise that the car of Charles E. Beresford sustained damage while crossing the Interstate Bridge on July 14, 1952. The amount of the damage is not stated, but it appears it was due to painting operations of Tri-State Painting Company who hold State Highway Contract No. 3662 for painting the Interstate Bridge and the Oregon Slough Bridge on the Pacific Highway in Multnomah County.

We pass this information on to your Company as it appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

C. A. Tomassens and Sons
614 Wilcox Building
Portland 4, Oregon

Tri-State Painting Company
4506 S. E. 39th Avenue
Portland, Oregon

NOTED ON [illegible]
12-12-52 JC

Mrs Lewis 9

RECEIVED
DEC 1952
FOR FILING

26-4[illegible]

3[illegible]

December 10, 1952

Jack C. Neer Company
Mead Building
Portland 4, Oregon

Attention: Mr. J. C. Neer

Gentlemen:

We have your letter of December 9 concerning damage sustained by your client's car while crossing the Interstate Bridge on July 14.

Tri-State Painting Co., 4506 S. E. 39th Avenue, Portland, held State Highway Contract No. 3662 for painting the Interstate Bridge and the Oregon Slough Bridge on the Pacific Highway in Multnomah County. This work was completed August 7, 1952, and accepted by the Commission August 18,1952.

If you wish to protect your client's claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file the claim with the Secretary of State. For your convenience in preparing such a filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Continental Casualty Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4, furnished the performance bond with the contract, and it is suggested that you also contact them.

The claim will be noted in our records and we will also advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD
12-10-52;9

JACK C. NEER CO.
Insurance Adjusters
MEAD BUILDING PORTLAND 4, OREGON
Telephone ATwater 8424

December 9, 1952

3662

State Highway Commission
Capitol Building
Salem, Oregon

RE: CHARLES E. BERESFORD

Gentlemen:-

We are writing you in connection with damage to the above assured's car sustained while crossing the interstate bridge on July 14, 1952.

We do not seem to be able to get an acknowledgement or even an answer to our letters to the Tri-State Painting Company, the contractor. As we understand that the painting was being done under the jurisdiction of your commission, we ask that you request these people to give this matter the encessary attention.

Very truly yours,

JACK C. NEER COMPANY

By: J C Neer

JCN/sr

NATIONAL ASSOCIATION INDEPENDENT INSURANCE ADJUSTERS

[illegible]

RECEIVED
DEC 1 1952
FOR FILING

26-4221

76-2

November 28, 1952

Rochester American Insurance Company
655 Dexter Horton Building
Seattle, Washington

Attention: Mrs. C. Clayton
Claim Department

Gentlemen:

Tri-State Painting Company, 4506 S. E. 39th Avenue, Portland, painted the Interstate Bridge and Oregon Slough Bridge on the Pacific Highway north of Portland.

This contract was completed August 7, 1952, and accepted by the Oregon Highway Commission August 18, 1952.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

R

ROCHESTER AMERICAN INSURANCE COMPANY • Agent

SEATTLE CLAIMS DEPARTMENT - S. L. LAKE, CLAIMS ADJUSTER
[illegible] DEXTER HORTON BUILDING - PHONE EL 4460-4461 - SEATTLE WASHINGTON

November 26, 1952

Oregon State Highway Commission
Salem, Oregon

366-2

Re: V-438969 - H. E. GARNER

Gentlemen:

It is our understanding that the Interstate Bridge located at Vancouver, Washington has recently been painted. We would appreciate it very much if you would advise the name and address of the contractor who performed this work.

We thank you for your cooperation in this matter.

Yours very truly,

Mrs. C. Clayton
CLAIM DEPARTMENT

clc

RECEIVED
NOV 28 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 29, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3662	5-final	Tri-State Painting Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15929	R-48404	$ 10,275.00	8/28/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1952

Time Extensions: None

Completion Date: Aug. 7, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-29-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: 2 1952

NOTED ON CARD
9-2-52

RECEIVED
FOR FILING

August 15, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3662 for painting the Interstate and Oregon Slough Bridges on the Pacific Highway, Multnomah County, was completed by the contractor, Tri-State Painting Co., on August 7, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $10,275.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $37,000.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
8-15-52, g.

RECEIVED
FOR FILING

26-4[illegible]

[illegible]

July 25, 1952

Great American Indemnity Company
409 Failing Building
Portland, Oregon

Attention: Mr. W. H. Gardner
Claim Superintendent

Gentlemen:

Tri-State Painting Company was awarded State Highway Contract No. 3662 for painting the Interstate and Oregon Slough bridges on the Pacific Highway in Multnomah County. The Resident Engineer's reports show that painting operations were under way on June 9 and during the forenoon of June 10.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

GUSTAV F. MICHELBACHER, PRESIDENT
WILLIAM J. AHEARN, EXECUTIVE VICE-PRESIDENT
DANIEL R. ACKERMAN, VICE-PRESIDENT
JOHN C. EVANS, VICE-PRESIDENT
JOHN G. LOOSE, VICE-PRESIDENT

Great American
Indemnity Company
New York

PACIFIC DEPARTMENT
320 CALIFORNIA STREET
SAN FRANCISCO 26

PACIFIC DEPARTMENT
ALFRED W. HILLBACK, VICE-PRESIDENT
GEORGE E. KELLY, SECRETARY

J. M. RIEG
SPECIAL AGENT

OREGON SERVICE OFFICE
409 FAILING BUILDING
PORTLAND, OREGON

W. H. GARDNER
CLAIM SUPERINTENDENT

3662

July 24th, 1952

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise me at your first convenience whether or not the Interstate Bridge on Highway 99 between Oregon and Washington has been subject to a painting operation during the month of June. I have particular reference to a date around June 10th.

Very truly yours,

W H Gardner
W. H.Gardner, Supt.
Oregon Claim Department

WHG/B

B.

RECEIVED

3662

6-9 5 men painting
6-10 3 " " - lay off PM - rain
6-11 2 wash H Rail.

Tri-State

RECEIVED
FOR FILING

April 23, 1952

Tri-State Painting Co.
4506 S. E. 39th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3662, covering Interstate Bridge and Oregon Slough Bridge painting on the Pacific Highway in Multnomah County, awarded March 13, 1952.

Contract No. 3668, covering Umpqua River Bridge painting on the Oregon Coast Highway in Douglas County, awarded March 14, 1952.

Executed copies of these contracts are also being mailed to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAR 1[illegible] 1952
FOR FILING

3662

March 17, 1952

Tri-State Painting Co.
9921 S. E. Woodstock Ct.
Portland, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952, awarded you Contract No. 3662 for painting of Interstate Bridge and Oregon Slough Bridge on Pacific Highway near Portland, Multnomah County. This award was based on your low bid of $37,000.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]
encl.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa, SIAC

FI-35(5) Shogren-Rowena Cr. Unit, 1952
Mosier-The Dalles Sec., Columbia
#3663 River Hwy.

RECEIVED
MAR 22 1954
FOR FILING

March 11th, 1954

FINAL COST ANALYSIS

[illegible]eek Section
Contract #3663

Grading and Rock Base
Rogers Construction Co., Contractor
M. M. Stump, Resident Engineer

Columbia River Highway
Prefix 33-1027 FI-35(5)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 10,584.49	$ 30,000.00
Struct. Excavation	448.67	Cu. Yd.	4.00	2.94	1,318.35	1,794.68
Gen'l. Exc. Loc. "A"	309,574.5	" "	0.40	0.468	144,897.05	123,829.80
" " " "B"	407,213.3	" "	0.85	0.81	328,588.66	346,131.31
Short Overhaul	1,446,212.7	Yd. Sta.	0.01	0.01	14,222.11	14,462.13
Long "	16,173.2	C-Yd. Sta.	0.40	0.40	6,726.62	6,469.28
Finish R/B & Slopes	3.23	Mile	600.00	532.96	1,721.47	1,938.00
18" Corr. Metal Pipe	84	Lin. Ft.	4.00	3.95	332.18	336.00
Rounding Cutbanks	4,100	" "	0.16	0.175	718.26	656.00
48" Corr. Metal Pipe, Extra Strength	152	" "	25.00	16.95	2,576.93	3,800.00
60" Corr. Metal Pipe, Extra Strength	130	" "	35.00	27.96	3,634.54	4,550.00
8" Corr. Metal Drain Pipe	250	" "	2.50	2.04	510.82	625.00
12" Concrete Pipe	174	" "	2.00	1.77	308.74	348.00
18" " "	429	" "	3.50	3.18	1,363.24	1,501.50
24" " "	283	" "	4.50	4.16	1,177.64	1,273.50
36" " "	88	" "	8.00	7.24	636.87	704.00
18" Concrete Pipe, Extra Strength	354	" "	4.00	3.48	1,231.20	1,416.00
24" Concrete Pipe, Extra Strength	252	" "	5.00	4.46	1,124.63	1,260.00
36" Concrete Pipe, Extra Strength	130	" "	10.00	[illegible]	1,[illegible]66.10	1,300.00
Class "A" Concrete	143.69	Cu. Yd.	100.00	62.53	8,984.69	14,369.00
Metal Reinforcement	23,423	Lb.	0.15	0.113	2,664.95	3,513.45
Concrete Sight Posts	67	Each	10.00	9.22	617.95	670.00

Item	Quantity	Unit	Unit Bid	Un[illegible] Cost	Total Cost	Gross Revenue
Metal Guard Rail	4,300	Lin. Ft.	$4.00	$2.46	$ 10,564.24	$ 17,200.00
2"-0" Rock in Base	31,962	Cu. Yd.	1.80	1.47	46,998.45	57,531.60
3/4"-0" Rock in Base	6,118	" "	1.80	1.60	9,822.85	11,012.40
Sprinkling	1,072	M/Gal.	2.00	1.82	1,949.17	2,144.00
PA #1, Cement Adjustment, Favor of State	2.31	Bbl.	5.20			- 12.01
PA #2, 2" Galv. Water Pipe	184	Lin. Ft.	0.98	0.80	146.52	180.32
PA #2, 1" " " "	16	" "	0.59	0.56	8.97	9.44
PA #3, Extra Allowance on Slide Removal Mat'l.	82,151.5	Cu. Yd.	0.30	Incl. in Loc. "A" Excavation		24,645.45
PA #4, Borrow Excav. in Place	16,308.5	" "	0.70	0.61	9,976.56	11,415.95
					$614,474.25	$685,074.80

Gross Revenue	$685,074.80
Total Cost	614,474.25
Net Profit	$ 70,600.55

Net Profit Equals 10.3% of Gross Revenue

Shogren-Rowena Creek
Contract #3663

Detail of Cost

Labor:

Supervision	$ 12,600.00	
Labor	200,914.20	
Labor Insurance	13,035.07	
		$226,549.27

Materials:

18" Corr. Metal Pipe	84	Lin. Ft.	at $2.60	$ 218.40	
18" " " Bands	4	Each	" 3.95	15.80	
48" " " Pipe	152	Lin. Ft.	" 13.20	2,006.40	
48" " " Bands	8	Each	" 12.86	102.88	
60" " " Pipe	130	Lin. Ft.	" 20.23	2,629.90	
60" " " Bands	6	Each	" 31.60	189.60	
8" Corr. Metal Drain Pipe	250	Lin. Ft.	" 1.35	337.50	
8" " " Bands	12	Each	" 2.15	25.80	
12" Concrete Culvert Pipe	174	Lin. Ft.	" 0.95	165.30	
18" " " "	429	" "	" 1.97	845.13	
24" " " "	283	" "	" 2.82	798.06	
36" " " "	88	" "	" 5.15	453.20	
18" Concrete Culvert Pipe, Extra Strength	354	Lin. Ft.	" 2.27	803.58	
24" " " " "	252	" "	" 3.03	763.56	
36" " " " "	130	" "	" 5.55	721.50	
Redimix Concrete	143.69	Cu. Yd.	" 17.55	2,521.76	
Metal Reinforcement	23,423	Lb.	" 0.095	2,225.19	
Metal Guard Rail & Posts	4,300	Lin. Ft.	" 1.36	5,848.00	
Concrete Sight Posts	67	Each	" 5.17	346.39	
Water Pipe				94.88	
					21,112.83

Equipment Rentals & Misc. Supplies:

Equipment Rental	$216,162.30	
Gas, Oil & Grease	27,276.07	
Bond	5,136.08	
P.U.C.	457.50	
P.L. & P.D. Insurance	2,527.68	
Small Tools & Misc. Supplies	6,848.11	
Move In, Freight & Cartage	7,185.39	
General Overhead	20,344.34	
Explosives & Drill Steel	79,674.68	
Lumber	1,200.00	
		366,812.15

Total Cost $614,474.25

Remarks:

This was a "Federal Aid Project" calling for grading and crushed rock surfacing on 3.23 miles of highway roadbed on the Shogren-Rowena Creek Unit of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County.

The project was bid and awarded March 13th, 1952, work was started April 14th, 1952, and the project was completed September 23rd, 1953.

The clearing consisted of scrub oak, fir and a few fruit trees and light brush. Equipment used was one D-8 cat and dozer, two power saws and a crew of about 10 men. The bid was unbalanced; thereby a large profit on the clearing was realized.

The contractor moved in three 500 cu. ft. compressors, six wagon drills and a crew of 10 to 14 men and started drilling the rock cuts on Location "B", Station 1610 eastward, on April 15th, 1952. The drilling and blasting progressed very satisfactorily throughout the project, with only a few delays. A few down holes were lost due to hitting water pockets in some of the cuts. Two cuts located at Station 1551 to 1665 and 1673 to 1681 were shot with the use of back holes. A bad shot in the cut at Station 1673 - 1681 resulted in some delay, and additional expense was caused by poor loading or bad powder. Part of the charge exploded, and the balance of the powder burned. This resulted in the rock breaking large and had to be redrilled and shot after the loose material had been removed. A total of 514,402 lbs. of explosives was used on this project.

The culvert pipe was installed with a D-8 cat and dozer and a crew of 4 men. Good progress was made on the pipe installation, realizing a good profit.

The concrete water tank located at Station 1610+70 and 12' x 12' box culvert at Station 1604 were installed with a crew of 4 to 8 men. The redimix concrete was purchased from the Leadbetter Concrete Co. located in Hood River for $17.55 per cu. yd. delivered on the job.

Grading operations started May 19th, 1952, with two D-8 cats and carryalls and two D-8 cats and dozers. This equipment moved a large quantity of the rock that had been drilled and blasted, getting good production on the short haul. On November 17th, 1952, the contractor moved in a 1½ cu. yd. and a 2½ cu. yd. shovel. Four 10 cu. yd. Euclid trucks, three DW-20's which were used on rock excavation and the longer haul.

The common excavation Location "A" between Stations 1587 and 1593 was good material and was moved with two D-8 cats and scrapers and three DW-20's. The material between Station 1743+50 and 1756+50 was slide material consisting of loose rock and dirt for a depth of approximately 20 feet, after which solid rock was encountered and had to be drilled and blasted. Before the drilling operation was started additional slide material filled the roadway and had to be removed. There was approximately 82,000 cu. yd. of the slide material. Due to the large quantity of solid rock encountered, the contractor suffered a loss on excavation Location "A".

The contractor moved in his semi-portable crushing plant and set up in a talus pit located adjacent to the highway at Station 1672. This was good

Remarks (Cont'd):

rock and required no drilling and blasting. A total of 38,080 cu. yd. of rock was crushed and placed for this project. The contractor also crushed 46,961 cu. yd. of rock for the Parker-Schram Company who had the contract for the grading between Station 1777+60 and 1890+50 and the paving between 1574+00 and 1890+50, which included both projects. A total of 85,041 cu. yd. of talus rock was crushed from this pit in a total of 544 hours, for an average of 156 cu. yd. per hour, which was excellent production, with an average cost of $0.98 per cu. yd.

The guard rail was installed by a crew of 4 to 6 men. The holes were dug with shovels and pry bars. The painting was done by two men with hand brushes. Good progress was made and a fair profit realized.

This contract was bid low, but, due to the overrun in quantities caused chiefly by slides, high production, with good supervision and equipment, the job shows a fair profit.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Layton

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 25, 1954

(CONTRACT NO.) 3669	(EST. NO.)	(CONTRACTOR)	
3663	20-final	ROGERS CONSTRUCTION CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3157	R-87984	$ 20,807.71	2/19/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 15, 1953

Time Extensions: to Oct. 15, 1953 without penalty

Completion Date: Sep. 23, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
3-1-54 gl

RECEIVED
FOR FILING

February 4, 1954

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3663, for work performed on the Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County, was completed by the contractor, Rogers Construction Co., on September 23 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $20,807.71 will be released to the contractor on or after February 15, 1954. The total contract amount is $685,074.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

F1-35(3)

December 1, 1953

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co. on contract No. 3663, for grading and rock base on the Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $32,152.74, will be released to the contractor on or after December 11, 1953. The retained percentage is $20,544.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
12-1-53 gl

Form E-1—1084

F1-35(7)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Shogren - Rowena Creek Unit Mosier - The Dalles Section
For Week Ending: November 21, 1953
Kind of work: Grading & Rock Base
Highway: Columbia River
Section prefix: 33-1027
Contractor: Roger Construction Co
Contract number: 3663
Date of contract: March 13, 1952
Date of completion: June 15, 1953
Date work started: April 14, 1952
Estimated date of completion: Sept. 23, 1953
Amount of contract: $639,250.34
Per cent of time elapsed: 130%
Estimated cost of completed project, exclusive of engineering: $684,811.43
Per cent of contract completed, based on total contract price: 100%
Engineering cost to date $32,727.03, 67%
Date project was completed: September 23, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report:

Semi-final Estimate sent to Division Office Tuesday Nov. 17, 1953

NOTED
H. G. SMITH

NOTED
FORREST COOPER

Signed Resident Engineer

Address: Box 420 The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.23	3.23			
Miles partially completed	3.23	3.23			
Miles completed	3.23	3.23			
Total estimated quantities	716,189.8	38080			
Estimated quantities moved or placed to date	716,189.8	38080			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Partly Cloudy		
Saturday	Partly Cloudy		

State Printing

RECEIVED
OCT 16 1953
FOR FILING

P1-1-(2)

October 15, 1953

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from August 15 to October 15, 1953 within which to complete your contract No. 3663, covering the Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Wm. [illegible] Chandler,
Division Engineer

M. M. Stump,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 14 1953
FOR FILING

October 14, 1953

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 3663, covering the Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $44,815.74, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $19,549.93. The present payment will be released on or after October 24, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
10-14-53 gk

RECEIVED
1953
FOR FILING

F1-2-1

3663

September 30, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 23, 1953 on Contract No. 3663, Shogren-Rowena Creek Unit, Mosier-The Dalles Section, in Wasco County, in connection with Federal-aid Project No. FI-35 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

RECEIVED
FOR FILING

September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 32
September 24 and 25 Meeting

Gentlemen:

Herewith a request from the Rogers Construction Co. for an extension of time on the Shogren-Powers Creek Section, Contract No. 3661, from August 15, 1953 to October 15, 1953.

A considerable overrun of quantities on this project necessarily extended the time required to complete the work. This has been a very difficult contract and the contractor has handled it in a very satisfactory manner. I recommend that the extension be granted without penalty, and Mr. C. C. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP FP

RECEIVED
SEP 17 1953
FOR FILING

FI-35(5)

[illegible]

September 16th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Shogren-Rowena Creek Contract #3663, Oregon FI-35(5), from August 15th, 1953, to October 15th, 1953, to the Rogers Construction Company, contractors.

A considerable overrun of quantities on this project necessarily extended the time required to complete the work. This has been a very difficult project, and the contractor has handled it in a very satisfactory manner.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

Form E-61—15M—[illegible]

EGON STATE HIGHWAY DEPART NT
Materials Division

LABORATORY REPORT

PLEASE RETURN TO
W. C. WILLIAMS

F1-35(5)

Project	[illegible] Cr.	Prefix No.	[illegible]
~~Highway~~	Columbia River	County	[illegible]
Contractor	3663 [illegible] Const. Co.	F. A. Project No.	[illegible]
~~Submitted by~~	[illegible]	Date reported	[illegible]

Contract No. 3663

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	[illegible]	Sampled at	[illegible]
To be used	Base Surf.	Date received	[illegible]
Sampled by	[illegible]	Quantity represented	[illegible]

TEST RESULTS

Laboratory No. [illegible]
Data Sheet No. [illegible]
Type of material [illegible]
Screen opening: To ¼": ....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	[illegible]	[illegible]	
1	[illegible]	[illegible]	
3/4	[illegible]	[illegible]	
1/2	[illegible]	[illegible]	
1/4	[illegible]	[illegible]	
10	[illegible]	[illegible]	
40	[illegible]	[illegible]	
Pass	[illegible]	[illegible]	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines [illegible] %
Manufactured fines %
Liquid limit: Natural fines [illegible] %
Manufactured fines %

NOTED
H.G. SMITH

RECOMMENDATIONS

Material as represented by this sample [illegible] suitable for use. [illegible]
[illegible]

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer [illegible]
x Resident Engineer [illegible]
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 66326

RECEIVED
FOR FILING

F1-35(1)

3663

August 13, 1953

Goldstein, Galton & Galton
Attorneys at Law
Morgan Building
Portland 5, Oregon

Gentlemen:

As requested in your letter of August 12th we are forwarding by separate mail an uncertified copy of State Highway Contract No. 3663, awarded to Rogers Construction Company for work on the Mosier-The Dalles Section.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

GOLDSTEIN, GALTON & GALTON
ATTORNEYS AT LAW
MORGAN BUILDING
PORTLAND 5, OREGON

August 12, 1953

MORRIS A. GOLDSTEIN
ZANLEY F. GALTON
HERBERT B. GALTON
LOUIS STERN
LEONARD POPICK

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Dept.
Salem, Oregon

Re: Spring
Shogren - Rowena Unit
3663 —— Mosier - The Dalles
Rogers Construction Co.
Harry Knauss

Gentlemen:

Please refer to your letter of August 11, 1953. Please forward to us an uncertified copy of the contract and bond involved.

Very truly yours,

GOLDSTEIN, GALTON & GALTON

By: Zanley F Galton

ZFG:bh

REFERRED TO
Query

RECEIVED
AUG 13 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1953
FOR FILING

71-[illegible]

[illegible]

August 11, 1953

Goldstein, Galton & Galton
Morgan Building
Portland 5, Oregon

Attention: Mr. Z. F. Galton

Gentlemen:

This is to acknowledge your letter of August 5 concerning damage done to the property of your client, Mr. Harry Knauss, by reason of blasting operations performed by Rogers Construction Company.

Rogers Construction Company hold several contracts with the State Highway Department, two of which are in the vicinity of Portland. They also at times perform as subcontractors on some highway jobs.

Please let us know the name of the contract job or the location of your client's property so that we may identify the proper contract.

If you wish to have a certified copy of the contract and bond involved, it will be necessary that you furnish us with an affidavit of claim, otherwise we will forward an uncertified copy.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

GOLDSTEIN, GALTON & GALTON
ATTORNEYS AT LAW
MORGAN BUILDING
PORTLAND 5, OREGON

MORRIS A. GOLDSTEIN
ZANLEY F. GALTON
HERBERT B. GALTON

LOUIS STERN
LEONARD POPICK

CABLE ADDRESS "GOLGAL"

August 5, 1953

State Highway Commission
State of Oregon
Salem, Oregon

Re: Harry Knauss

Gentlemen:

Rogers Construction Company have, according to my client, Harry Knauss, done considerable damage to his house and water springs by reason of their blasting. Would you kindly forward to us a copy of the bond that they have posted.

Very truly yours,

GOLDSTEIN, GALTON & GALTON

By:

ZFG:vh

REFERRED TO [illegible] BY SECRETARY

send him a [illegible] copy [illegible] uncertified
tell him [illegible] officials.
HBS

RECEIVED
AUG 6 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 1953
FOR FILING

FI 35(5)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1953

SUBJECT: R 18341

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

For your information I am at this time forwarding an executed copy of the agreement just executed by Mrs. Wilson in regard to the well damage on her property.

At such time as you have had the opportunity to examine this it will be appreciated if you would return the same for our files.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Earl M. Preston
EARL M. PRESTON
Assistant Attorney

EMP:PW
Enc.

EMP:ap/7/27/53

WITNESSETH:

RECITALS:

1. The State of Oregon, by and through its State Highway Commission, hereinafter called the "State", entered into a contract with the Rogers Construction Company (Contract No. 3653) for the performance of necessary work in the relocation and construction of the Shogren-Rowena Unit of the Mosier-The Dalles Section of the Columbia River Highway, said work to be in strict conformance with the plans and specifications of the State Highway Engineer.

2. Mrs. Fern K. Wilson of Box 246, Mosier, County of Wasco, State of Oregon, hereinafter called Wilson, claims and alleges that as a result of the blasting operations conducted by the Rogers Construction Company, on or about the 24th day of December, 1952, the well located adjacent to the smaller dwelling house on the land of Wilson, described as follows:

> a parcel of land lying in the Richard Marshall D.L.C., T. 3 N., R. 12 E., W.M., Wasco County, Oregon, and being that portion of that property described in that deed to Harry W. Wilson and Fern K. Wilson, recorded in Book 106, Page 315, Wasco County Record of Deeds which lies South of the Right of Way of the relocated Columbia River Highway as described in that deed to the State of Oregon by and through the Oregon State Highway Commission recorded in Book 123 Page 378 Wasco County Record of Deeds, said parcel containing 14 acres more or less,

was damaged by vibrations, concussion, etc., to the extent that the source of water supply to said well was disturbed, diverted or destroyed so that said well is presently of no use or value.

3. The State expressly denies any liability for the alleged damages sustained by Wilson as a result of the operations of the Rogers

EMP:ap/7/27/53

Construction Company in the performance of the work contracted to be performed, and denies that any damage resulted from its or the contractor's work or operations in the performance of the aforementioned contract.

4. Wilson is desirous of having the aforementioned well restored or another well drilled in close proximity with the allegedly damaged well.

NOW THEREFORE, the premises being generally as set forth in the recitals above and in consideration of the State attempting to compromise a disputed claim under the terms and conditions hereinafter set forth, Wilson does hereby grant, bargain, contract, compromise or release the State under such terms and conditions as are hereinafter set forth:

1. Wilson hereby grants to the State a license, easement and permission to enter in and onto the above described premises and property of Wilson to make geological and geophysical explorations and tests for the purpose of determining the feasibility of restoring the old well or drilling a new well on the property or premises of Wilson, and Wilson further agrees that the State shall not be liable for any damage occasioned by its conducting the geophysical surveys and explorations except that the State shall fill all holes and replace all fences damaged in the course of its conducting the above tests.

2. Wilson hereby grants to the State the right, license, easement and permission to enter into and onto the above described premises or the property of Wilson with the necessary equipment, men and materials, to attempt to restore the old well or drill a new well under the terms, conditions and provisions hereinafter set forth.

3. Wilson agrees that the State shall be the sole judge of whether or not is is practical to attempt to restore the allegedly damaged well or more feasible to attempt to drill a new well.

EMP:ap/7/27/53

4. Wilson hereby agrees that the State by preparing and submitting this instrument to Wilson, or the performance of any surveys, tests, drillings, or the exercise of any of the rights or privileges granted hereunder, shall not bind the State nor shall any of the aforementioned be construed as an admission of liability on the part of the State, and Wilson further agrees that all of the aforementioned shall be construed as an attempt to compromise a disputed claim and shall not be admissible as evidence especially in the event the State deems it impracticable to restore the allegedly damaged well or to drill a new well and as a consequence abandons all attempts thereat.

5. Wilson consents and agrees to pay her proportionate share of drilling costs and material costs in the event a new well of a larger diameter than the allegedly damaged well is drilled and is ready to be placed in operation, based on prevailing prices of per inch-foot cost of drilling and casing.

6. In the event the State undertakes to restore the allegedly damaged well or drill a new well and is successful therein to the extent that a water supply of comparable magnitude to that of the allegedly damaged well prior to being damaged is again available, then and in consideration of said restoration or new well, Wilson, for herself, her heirs and assigns, hereby releases and discharges the State of Oregon, the State Highway Commission and members thereof and its officers and agents and employees, and Rogers Construction Company, et al, from any and all claims and damages which she now has or may hereafter have, on account of or arising out of any operations, acts or actions in the relocation and construction of the Shogren-Rowena Unit of the Mosier-The Dalles section

RECEIVED
JUL 30 1953
FOR FILING

F1-3663

[illegible]

July 29, 1953

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 22, 1953, had under discussion your request for an extension of time of 60 days, from June 15 to August 15, 1953, within which to complete your contract No. 3663 for grading and rock base on the Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County.

I am pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

W. M. Stump,
Resident Engineer

M. O. Smith,
Construction Engineer

NOTED ON CARD
7-29-53 gl

RECEIVED
FOR FILING

FI-35(F)

3663

July 13, 1953

Request for extension of time
No. 4
August 6 and 7 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on Contract No. 3663, Shogren-Rowena Creek Section of the Columbia River Highway, from June 15, 1953 to August 15, 1953.

There has been an excessive amount of slide removal on this section not anticipated in the original plans. Also the failure of the bridge contractor to complete his section held up the prime contractor from moving in his crushing plant. The overrun is not the fault of the contractor, and I, therefore, recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

RECEIVED
JUN 22 1953
FOR FILING

FI-35(5)

June 18, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in extension of time on Contract No. [illegible], Shogren-Bowman Creek Section of the Columbia River Highway, Oregon FI-35(5), to Rogers Construction Company from June 15, 1953 to August 15, 1953.

There has been an excessive amount of slide removal on this contract not anticipated in the original plans and the failure of the bridge contractor to complete his section in time to permit the crushing plant to be moved in has forced the contractor into an overtime period. We do not believe that the overrun is the fault of the contractor and, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

WCW:js

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

FI-35(5)
[illegible]

April 30, 1953

C
O
P
Y

Goldstein, Galton & Galton
Attorneys at Law
Morgan Building
Portland 5, Oregon

Re: Knauss Spring
Shogren-Rowena Unit
Mosier-The Dalles

Attention Mr. Z. F. Galton

Gentlemen:

This is to acknowledge your letter of April 24, 1953, regarding the spring on the Knauss property.

Our Geology Department has investigated the depletion of water in the springs in question and I must at this time reiterate my viewpoint of April 15, 1953, and advise that I can find no legal authority or basis for the State Highway Commission to entertain any claim for damages or assist in the restoration of the springs.

We suggest that you contact the independent contractor constructing this section of the highway.

Very truly yours,

C. W. ENFIELD
Chief Counsel

NOTED
W. C. WILLIAMS

By

EARL M. PRESTON
Assistant Attorney

EMP:ap

GOLDSTEIN, GALTON & GALTON

Attorneys at Law
Morgan Building
Portland 5, Oregon

C
O
P
Y

April 24, 1953

Oregon State Highway Department
State of Oregon
Salem, Oregon

Re: Spring
Shogren-Rowena Unit
Mosier-The Dalles

Attention: Earl M. Preston

Gentlemen:

We have your letter under date of April 15, 1953 and we have gone into this matter very carefully with Mr. and Mrs. Knauss. They have advised us that by reason of the continuous blasting since last August, not only their springs have dried up but their neighbor's well has dried up. This is most uncommon in view of the fact that the water level should be at an optimum point.

My course in geology was approximately twenty years ago so I do not know any answer to your geological point of view. However, I am quite confident that from a legal point of view, the Knausses have a valid claim.

They are not interested in any money damages at this time but are interested in having sufficient water in their springs to pasture their stock.

From a sociological point of view, the State of Oregon Highway Department should be very much interested in the general health and welfare of the citizens of this State and if due to their negligence in blasting, water is depleted from springs belonging to a citizen of the State of Oregon, an immediate effort should be made to assist these people.

Very truly yours,

GOLDSTEIN, GALTON & GALTON

By: B. F. Galton

ZFG:vh

C
O
P
Y

D 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 15, 1953

Mr. H. E. Knauss
Mayerdale Ranch
Mosier, Oregon

Subject: Spring
Shogren - Rowena Unit
Mosier - The Salles

Dear Mr. Knauss:

Subsequent to our letter of March 2, 1953, we have looked into the matter of your claim regarding damage to pasture springs both from the geological and legal point of view and we must at this time advise you that there is no liability on the part of the State of Oregon with regard to the depletion of water in your springs.

In the event that you have information which was not previously called to our attention we shall be most happy to reconsider this case at any time.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

EARL M. PRESTON
Assistant Attorney

EMP: hg

CC: H. B. Smith
Dean Swift
M. M. Stump

SED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 2, 1953

C
O
P
Y

Mr. H. E. Knauss
Mayerdale Ranch
Mosier, Oregon

Dear Mr. Knauss:

Your letter of February 16, 1953, addressed to the Oregon State Highway Department and concerning damage to your pasture springs has been referred to this office for consideration and reply.

This matter is being investigated at the present time, and as soon as additional information has been supplied me, I shall immediately contact you.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh

FILING

Salem, Oregon
February 13, 1953

Mr. C. W. Enfield

I hand you herewith correspondence pertaining to drying up of a well on the property of Fern K. Wilson and a spring on the property of Harry Knauss, both near Shogren on the new Columbia River Highway.

From the information included in the two reports, it would appear that the State is probably responsible for drying up of the spring, as evidence indicates that we cut a water vein in our excavations which released the pressure forming the spring. If you concur in this, a right of way agent should contact Mr. Knauss in an effort to effect a cash settlement.

In the matter of the well on the Wilson property, it would appear that possibly blasting nearby had caused the well to go dry by opening up seams in the well, allowing the water to escape. It would seem to me that this matter should be referred to the contractor and his surety for their investigation.

Please return the correspondence after you have finished with it.

W. C. Williams

WCW:me

Encl.

C
O
P
Y

Mayerdale Ranch
Mosier, Oregon
Feb. 16, 1953

State Highway Department
Salem, Oregon

Gentlemen:

We own several hundred acres of land adjoining your new highway project which in this section is being worked on by the Rogers Construction Company.

We are having considerable trouble from the heavy charges of blasting which has already apparently dried up two of our pasture springs and is slowly but surely shaking the plaster and some foundation cement work from two of our houses.

There have been two of your inspectors to see us during the past month, but we are quite concerned with the spring in our lower pasture as we depend entirely upon it for water supply for a large number of stock. We would like to know where we stand on this matter, as we must make some arrangement to get water for our stock.

Very truly yours,

(sgd) H. E. Knauss

H. E. Knauss

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith I hand you letters from Messrs. Swift and Stump regarding the drying up of a spring and well on the property of Mr. Harry Knauss above Station 1620 on the Shogren-Rowena Section.

Inasmuch as a stream of water has shown up in our cut at Station 1621 immediately below the spring, I think the adjustment with the property owner is the province of the Highway Department and cannot be directly attributed to the jar from shooting, but rather due to the cutting of the water vein which released the pressure which formed the spring.

I recommend, therefore, that the Legal Department make some adjustment with the property owner, as it would not seem practical to recover the spring, although it might be possible to install a pump where the water appears in the cut. It would be better, however, to make a cash adjustment and let the property owner secure his own water, as it is usually quite difficult to satisfy them with well or spring arrangements.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
FEB 11 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 25M 11-50 44703

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 9, 1953

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Building
Salem, Oregon

Dear Sir:

Herewith two sketches and letters of explanation regarding a spring and a well, which have both gone dry on the Shogren-Rowena Creek Section of the Columbia River Highway.

These are being sent to you in the hopes that the sketches will assist in determining whose responsibility this is. If the matter of the well and spring going dry has not been brought to the Salem office's attention as yet, it will soon be as Mr. Stump has been in contact with the owners, and they have signified their intention of laying some sort of claim.

Very truly yours,

W. E. Chandler
Division Engineer

By Dean Swift
DEAN SWIFT
Assistant Division Engineer

DS:md
Encs.
cc: Mr. M. M. Stump

RECEIVED
FEB 10 1953
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
February 2, 1953

SUBJECT: Spring
Shogren - Rowena Unit
Mosier - The Dalles

To: Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

I talked with Mr. Harry Knauss, Box 87, The Dalles owner of Spring he says went dry. He says spring went dry the first of October 1952 Spring is used for watering garden spot and is used for stock. Spring at the present time January 28 has a small stream coming from pipe which leads from spring.

Blasting was done in the following cut as listed below

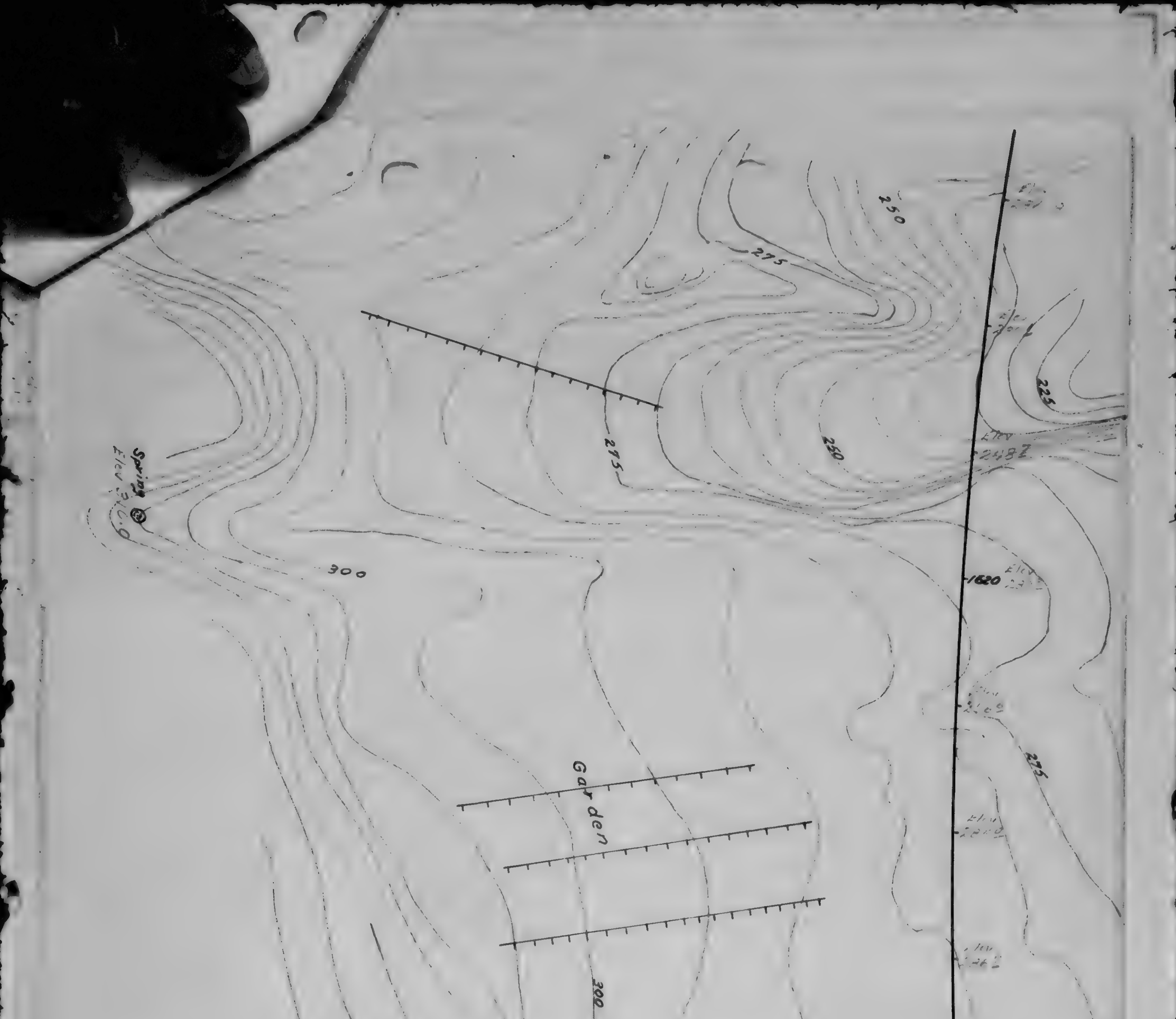
Station	1610	to	1629	July and August
	1662	&	1675	First week of December 1952
	1680			First week of January 1953
	1661			January 30

There still is some shooting to do in this area. There is a good stream of water flowing from cut station 1621.

I also am enclosing a sketch of location of Highway Center Line and elevations of both.

Very truly

M. M. Stump
Resident Engineer
The Dalles, Oregon


Spring
Elev 316.0
300
275
250
275
250
225
Elev
248.2
1620
Elev
275
Garden
300
330
Elev
286.5
280
285
1625+77.83 P.C.S.
Elev
279.2
290
300

RECEIVED
1953
FOR FILING

FI 35(5)

3663

April 17, 1953

3956
4151

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

Herewith is a copy of a letter from Pete Kitto advising of damage to his buildings by blasting. I do not believe we have been advised by you as to the action of your insurance company with respect to this property.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. O. Williams
Assistant State Highway Engineer

HGS: me

Encl.
cc Mr. H. G. Smith

No. 4151
By WCW

ASSIGNMENT

pril 14, 1953

Description: **Letter of April 7 by Pete Kitte of The Dalles in which he estimates damage [illegible] costs from blasting at $500. (Our file (3) attached)**

Acknowledged by _____ Referred to ___ **Smith** ✓ _________

Investigate and report with recommendation
xx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 4 16-53 Report received _______

Remarks:

Route 4

The Dalles, Ore.
April 7, 1953

Ore. State Highway Dept.
Salem, Ore.

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Am writing a few lines regarding the damage done to our buildings from blasts.

We have had the damage estimated at about $500.00 to repair what has been done

Hope to hear about this matter in the near future.

Yours truly,
Pete Kitto

RECEIVED

CEIVED
53
FOR FILING

3956

February 4, 1953

Mr. Pete Kitto
Route 4
The Dalles, Oregon

Dear Sir:

The matter of damage to your building has been called to the attention of the Rogers Construction Company, contractor on the project, and I am informed that the Rogers Construction Company has turned the matter over to its insurance company for adjustment.

Should the insurance company for the contractor not contact you in the near future, please advise this office and we will give the matter further attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:[illegible]

cc Mr. H. G. Smith

FORM E-90 25M 9-51 82215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2nd, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #3956, damage to the house of Pete Kitto of The Dalles due to blasting on the Rogers Construction Company's job.

I have discussed this with McInroe verbally and by letter, and he advises it will be turned over to his insurance company.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
FEB 3 1953
OFFICE OF
STATE HIGHWAY ENGINEER

No. 3956
By WCW

ASSIGNMENT

January 26, 1953

escription: **Letter of January 22 by Pete Kitto regarding damage to his buildings from blasts (The Dalles, Oregon)**

Acknowledged by _____ Referred to ___ **Smith** ✓ _________

Investigate and report with recommendation
xxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 2-3-53 Report received ________
me

Remarks:

The Dalles, Ore.
Jan. 22, 1953

Ore. State Highway Commission
Salem, Ore.

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Am writing a few lines regarding the damage that has been done to our buildings from the big blasts that have been set off recently, such as fire place, basement walls and ceilings being cracked.

Yours truly,

NOTED
W. C. WILLIAMS

The Dalles Ore.
Rt. 4

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1952
FOR FILING

FI-35(5)

[illegible]

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

October 3, 1952

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

Reference is made to our letter of April 9, 1952 concerning the relocation of a power pole at Station 1599/55 on the Shogren-Rowena Creek section of the Columbia River Highway.

Enclosed for your approval are three copies of our invoice in the amount of $216.65 covering the cost of relocating said power pole. Your letter of April 11, 1952 authorized us to bill the Oregon State Commission for this relocation.

Very truly yours,

A H Prael

A. H. Prael
Right of Way Agent

AHP:mu

Encs. 3

RECEIVED

FOR FILING

71-25 (3)

2665

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 27, 1952

Mr. F. J. Betz
Attorney at Law
Union Pacific Railroad Company
727 Pittock Block
Portland 5, Oregon

File 19242
Shogren-Rowena Unit
Mosier-The Dalles Sec.

NOTED
W. C. WILLIAMS

Dear Mr. Betz:

I recall that in connection with railroad line changes at Shell Rock Mountain and Mitchell Point a copy of the authorization by the Federal Government for encroachments in the Columbia River was requested.

Possibly you have already received a copy of the permit covering the encroachment at Rowena Point, but, anticipating a possible request, a copy of letter from the Corps of Engineers, dated January 28th, and a copy of permit of the same date are enclosed herewith.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 2

cc: Mr. W. C. Williams ✓

RECEIVED
[illegible] 1952
FOR FILING

COPY

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

21-3[illegible](5)

July 30, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

File 19242
File 18070

3539

Dear Mr. McAllister:

Herewith I hand you carbon copy of letter written to Mr. E. T. Pierce, Clerk, State Land Board, with reference to property to be acquired from the Land Board for later conveyance to your company on the Shogren-Rowena Unit of the Mosier-The Dalles Section of the Columbia River Highway.

There also is enclosed herewith 2 copies of the description of the property proposed to be acquired, and 2 copies of the map. The colors used on the map are identified in the communication to Mr. Pierce.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

COPY

July 30, 1952

State Land Board
106 Capitol Building
Salem, Oregon

File 19242
File 18070

Attention: Mr. E. T. Pierce

Dear Mr. Pierce:

Herewith I hand you 2 copies of description and map of lands between normal high water mark and low water mark and original submerged lands on the Shogren-Rowena Unit of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County. These lands are desired for conveyance to Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) for the same purpose as the properties at Shell Rock Mountain and Mitchell Point.

The lands originally below low water mark constitute an original portion of the bed of the river and are shown in red; the lands previously conveyed to Oregon-Washington Railroad & Navigation Company are shown in blue; and the lands originally between high and low water mark, and not previously conveyed to Oregon-Washington Railroad & Navigation Company, are shown in green.

It is anticipated that the lands herein desired will be included in a bill to be presented to the next Legislature in connection with the lands at Shell Rock Mountain and Mitchell Point.

It is requested that you confirm to us that these lands will be conveyed, as the Railroad Companies desire assurance to that effect before permitting the Highway Commission to proceed with the construction of the project.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 3

cc: Mr. A. McAllister, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland 12, Oregon

ASSIGNMENT

y 9, 1952

No. 35
By WCW

cription: Letter of July 7 by E. F. Kidder of Union Pacific Railroad Company regarding description of land to be acquired from State Land Board for Rowena Tunnel Section. Map attached to assist in determining RR R/W.

Acknowledged by _ _ _ _ _ Referred to Deboya ~~Smith~~

Investigate and report with recommendation
xxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

REFERRED TO W. C. WILLIAMS

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _ _

Remarks:

FORM 2552
7-49-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

JULY 7, 1952

(File D 315-2-41)

Mr. W. C. Williams,
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: ROWENA TUNNEL SECTION
COLUMBIA RIVER HIGHWAY

Please refer to my letter of June 23d concerning description of land to be acquired from State Land Board for the above project.

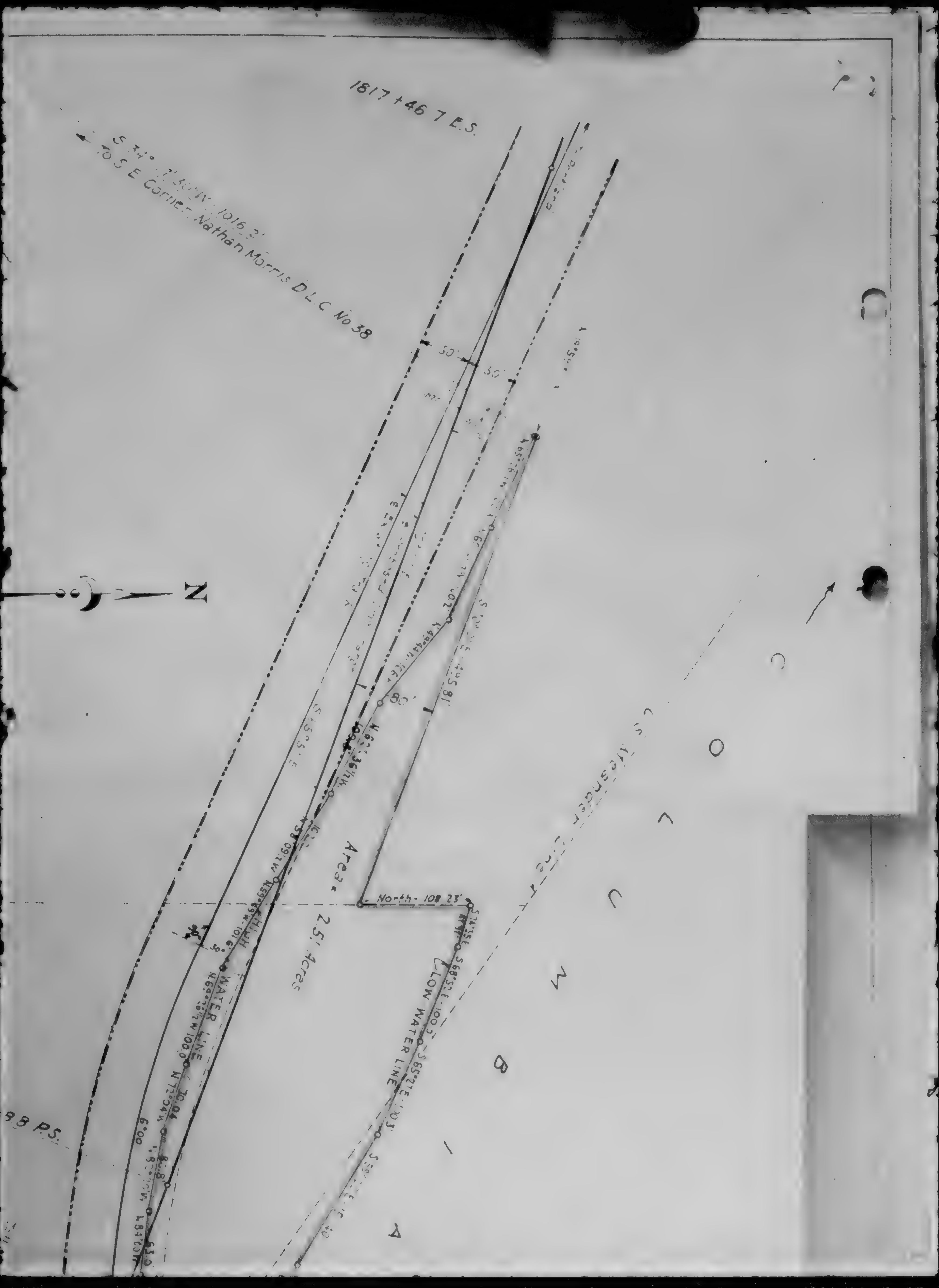
Since writing you on the 23d of June I have found a map showing land acquired from the State in 1930. The attached print of the map, #18372/144, may assist you in determining the Railroad right-of-way line over part of the project.

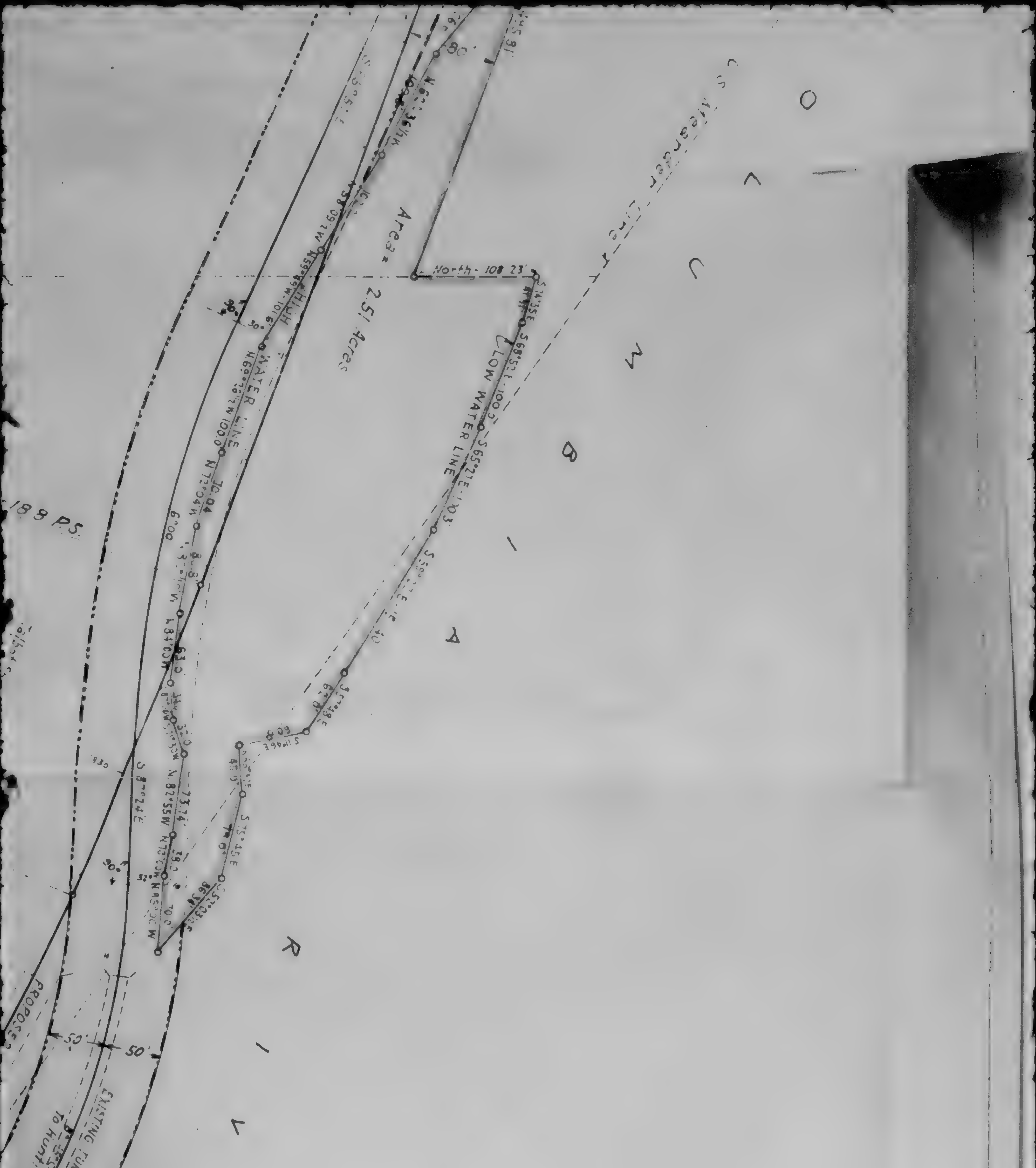
Yours very truly,

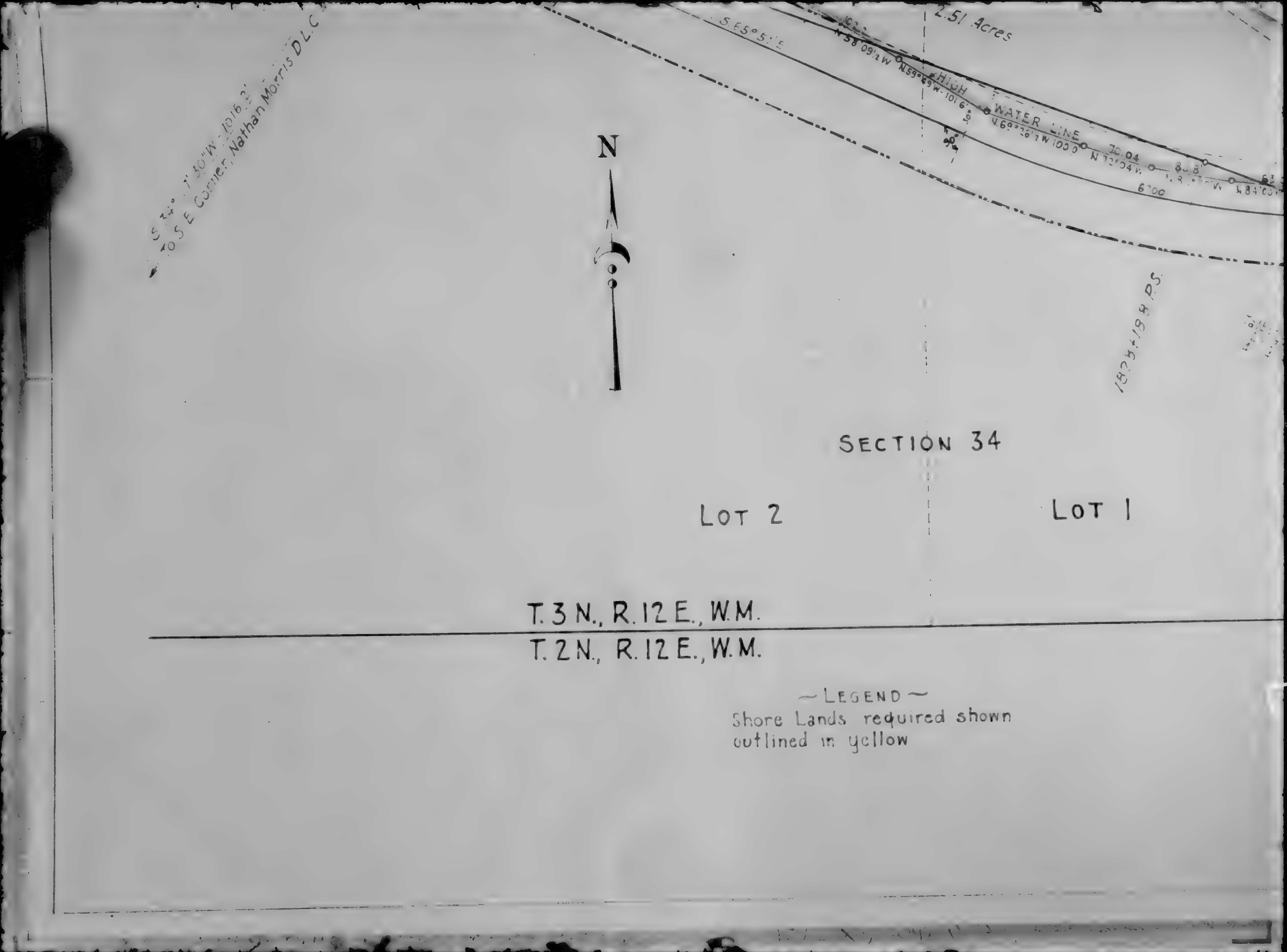
E. F. Kidder,
Division Engineer

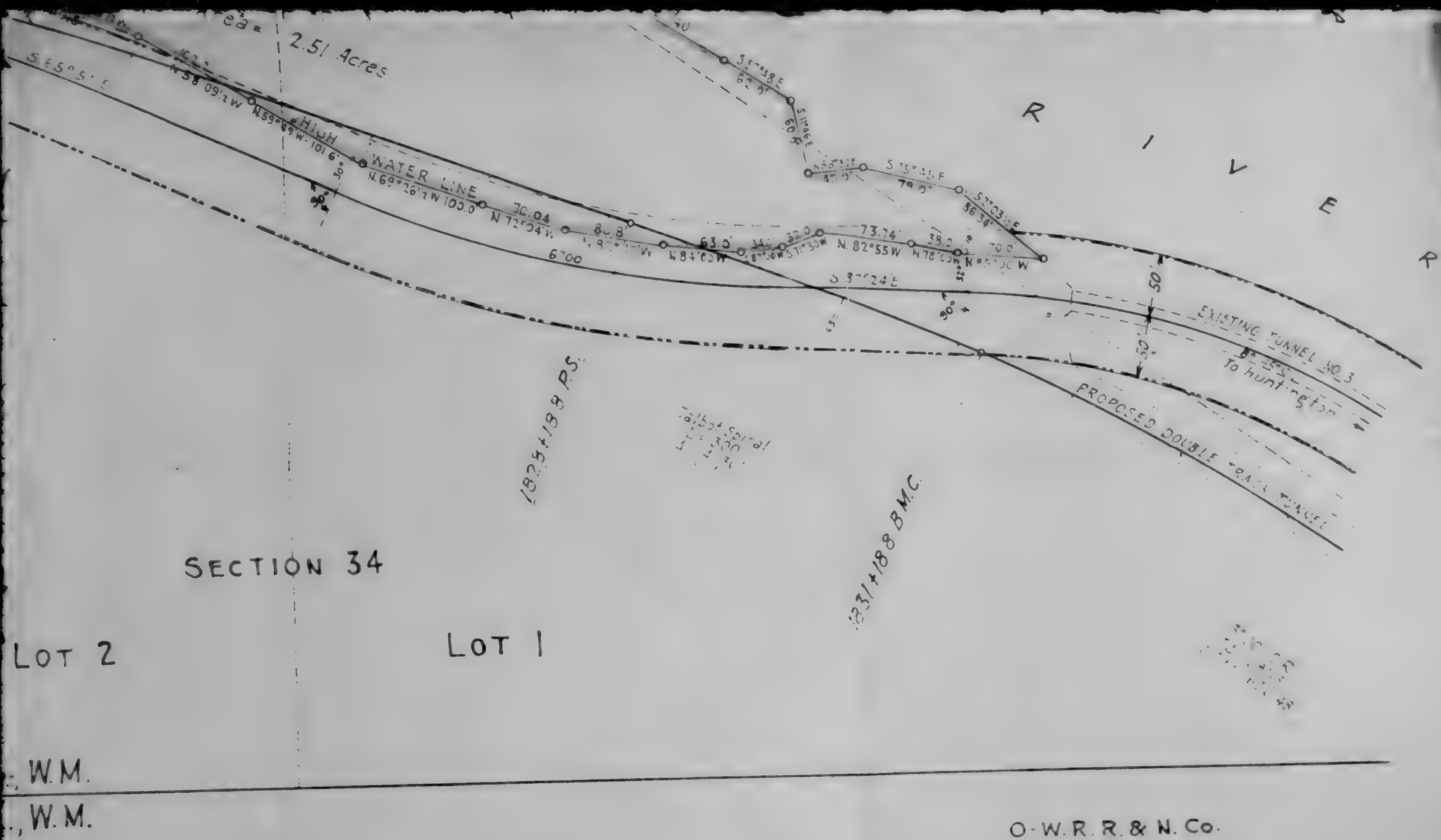
enc.

NOTED
W. C. WILLIAMS

1817 + 46.7 E.S.
S 34° 1' 30" W 1016.3'
To S.E. Corner Nathan Morris D.L.C No 38
50'
50'
80'
N
N 49°43' W 166'
N 62° 36½ W
N 58° 09' W 101.6
N 60° 02' W 100.0
N 77° 04' W 30.04
N 84° 0' W
HIGH WATER LINE
LOW WATER LINE
Area = 2.51 Acres
North 108.23'
S 68° 52' E 100.0
S 65° 27' E 103.
S 45° 55' E
S 35° 9' E 495.81
6+00
98 P.S.
US Harbor Line
C O L U M B I A


COLUMBIA RIVER
Area = 2.51 Acres
HIGH WATER LINE
LOW WATER LINE
North - 108.23'
S.14°35'E
S.68°52'E. 100.0'
S.65°27'E. 103'
S.59°...E. 40'
S.5°...°18'E 64.0'
S.11°46'E 60.0'
45.0'
S.75°45'E 79.0'
S.57°03'E 86.34'
N.85°00'W 10.0'
N.73°00'W 39.0'
N.82°55'W. 73.74'
32.0'
34.0'
63.0'
N.84°00'W
8.8'
N.72°04'W 30.04
N.69°...W 100.0
N.68°... W. 101.6
N.60°... W. 85...
N.6...°... W.
80'
181.55'
S.8°24'E
90°
30°
32°
6°00'
189 P.S.
S. Magruder Line
PROPOSED
EXISTING TUNNEL NO. 3
To Huntington
50'
50'


S 34° 1' 30"W - 1016.2'
to S E Corner, Nathan Morris D.L.C.
N
2.51 Acres
S.65°5' E
N 58°09½W
N 59°59W - 101.6'
HIGH
WATER LINE
N 69°26½W 100.0
70.04
N 72°04 W
83.8'
N 84°00 W
30°
6°00
1825+18.8 P.S.
SECTION 34
LOT 2
LOT 1
T. 3 N., R. 12 E., W.M.
T. 2 N., R. 12 E., W.M.
~ LEGEND ~
Shore Lands required shown
outlined in yellow



—LEGEND—
Shore Lands required shown outlined in yellow

O-W.R.R. & N. Co.
Map Showing
Shore Lands required for
right-of way in Lots 1 and 2,
Section 34, T. 3 N., R. 12 E., W.M.
WASCO COUNTY, OREGON
Office of Chief Engineer, Portland, Oregon.
Scale 1 in = 100 ft July 9, 1930

18377
143

Form PR 2 (Revised 1946)

State Oregon

Project No. FI-35(5)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of July, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of October, 1951, a program, which was approved on the 28th day of December, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred fifteen thousand and 00/100 dollars ($415,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1574+00 in the SE 1/4, Section 36, T-3-N, R-11-E, W.M., and survey station 1777+60 in the SW 1/4, Section 34, T-3-N, R-12-E, W.M., except stations 1575+73.77 to 1578+84.93

, length 3.235 miles, in Wasco County, being Oregon Federal Aid project No. FI-35(5), consisting of 3.235 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

* (b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "~~Secondary~~ of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred fifteen thousand and 00/100 dollars ($415,000.00), which does not exceed the authorized Federal pro rata share of six hundred sixty-nine thousand eight hundred fifty-three and 80/100 dollars ($669,853.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
Assistant STATE HIGHWAY ENGINEER

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

RECEIVED
11 1952

Oregon State Highway Department

Federal Aid Project
No. FI-35 (5)

SHOGREN-ROWENA CREEK UNIT OF THE MOSIER-THE DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 22, 1952

Type Code 2010
Roadway (Sta. 1574+00 to 1777+60) (Contract No. 3663)

All Required		Clearing and Grubbing		$ 30,000.00
250	cu. yds.	Structural Excavation, Unclassified	$ 4.00	1,000.00
250,000	cu. yds.	General Excavation, Location "A", Unclassified	.40	100,000.00
398,000	cu. yds.	General Excavation, Location "B", Unclassified	.85	338,300.00
1,368,000	yd. stas.	Short Overhaul	.01	13,680.00
13,000	C-yd. stas.	Long Overhaul	.40	5,200.00
3.23	miles	Finishing Roadbed and Slopes	600.00	1,938.00
4,500	lin. ft.	Rounding Cutbanks	.16	720.00
100	lin. ft.	18-inch Corrugated Metal Pipe	4.00	400.00
180	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	25.00	4,500.00
140	lin. ft.	60-inch Extra Strength Corrugated Metal Pipe	35.00	4,900.00
210	lin. ft.	8-inch Metal Drain Pipe, Coated	2.50	525.00
200	lin. ft.	12-inch Concrete Pipe	2.00	400.00
470	lin. ft.	18-inch Concrete Pipe	3.50	1,645.00
300	lin. ft.	24-inch Concrete Pipe	4.50	1,350.00
90	lin. ft.	36-inch Concrete Pipe	8.00	720.00
370	lin. ft.	18-inch Extra Strength Concrete Pipe	4.00	1,480.00
800	lin. ft.	24-inch Extra Strength Concrete Pipe	5.00	4,000.00
140	lin. ft.	36-inch Extra Strength Concrete Pipe	10.00	1,400.00
70	only	Concrete Sight Posts	10.00	700.00
4,300	lin. ft.	Metal Guard Rail	4.00	17,200.00
35,800	cu. yds.	2" - 0 Rock in Base	1.80	64,440.00
6,700	cu. yds.	3/4" - 0 Rock in Base	1.80	12,060.00
1,200	M-gals.	Sprinkling	2.00	2,400.00
			Subtotal	$608,958.00
			10% Engr. & Cont.	60,895.80
			Total	$669,853.80

Length of Roadway	3.235 miles
Length of Bridge	.059 mile
Total Length	3.294 miles
Cost per Mile, Roadway	$207,064.54

Federal Funds- -	$415,000.00
State Funds- -	254,853.80
	$669,853.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

February 19, 1952
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

Eight Supplemental

Route No.

UNTY Wasco

	ITEM No.	PROJECT No.	TERMINI	Class of Work	PROJECT COST Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	135	FI-35 (5)	2 mi. E. of Mosier to 2 mi. W. of Rowena	Survey-Plans					Gr., Pr., 2-line
				Right-of-Way					
				Construction	710,000	422,000	288,000		
				TOTAL	710,000	422,000	288,000	3.15	
QUESTED VISION	135	FI-35 (5)	2 mi. E. of Mosier to 2 mi. W. of Rowena	Survey-Plans					Gr., Pr., 2-line rock base
				Right-of-Way					
				Construction	693,040	422,000	271,040		
				TOTAL	693,040	422,000	271,040	3.294	

Program Balance of ________ funds subsequent to approval of this and previously recommended changes is $________

Program Revision Request

Date February 19, 1952

By Asst. (State Highway Engineer)

Reason for change: Original plan was to construct rock base under a supplemental project. However, location of quarry results in no economy from this procedure and it appears desirable to include the rock base in this project. Programmed cost sufficient to include this work.

Recommended: ________ (Division Engineer) ________ (Date)

Recommended for Approval: ________ (District Engineer) ________ (Date)

Approved: ________ (Acting Commissioner) ________ (Date)

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C G Park
(District Engineer)

FROM: R H Baldock
(State Highway Engineer)

9 Feb 1952
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

COUNTY Wasco

Eighth Supplemental

Route No.

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	135	F1-35(5)	1 mi. E of Mosier to 2 mi. W. of Rowena	Survey-Plans					Gr. Dr. 2-lane
				Right-of-Way					
				Construction	710000	422000	288000		
				TOTAL	710000	422000	288000	315	
QUESTED ISION	135	F1-35(5)	1 mi E of Mosier to 2 mi. W. of Rowena	Survey-Plans					Gr. Dr. 2-lane rock base
				Right-of-Way					
				Construction	693040	422000	271040		
				TOTAL	693040	422000	271040	3.24	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change:

Date 9 Feb, 1952

By ______
(State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

Oregon State Highway Department

Federal Aid Project
No. FI-35 (5)

SHOGREN-ROWENA CREEK UNIT OF THE MOSIER-THE DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 19, 1952

Type Code 2010
Roadway (Sta. 1574+00 to 1777+60)

All Required		Clearing and Grubbing		$ 18,000.00
250	cu. yds.	Structural Excavation, Unclassified	$ 3.50	875.00
250,000	cu. yds.	General Excavation, Location "A", Unclassified	0.40	100,000.00
398,000	cu. yds.	General Excavation, Location "B", Unclassified	0.90	358,200.00
1,368,000	yd. stas.	Short Overhaul	0.015	20,520.00
13,000	C-yd. stas.	Long Overhaul	0.45	5,850.00
3.23	miles	Finishing Roadbed and Slopes	800.00	2,584.00
4,500	lin. ft.	Rounding Cutbanks	0.20	900.00
100	lin. ft.	18-inch Corrugated Metal Pipe	4.50	450.00
180	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	18.00	3,240.00
140	lin. ft.	60-inch Extra Strength Corrugated Metal Pipe	27.00	3,780.00
210	lin. ft.	8-inch Metal Drain Pipe, Coated	2.25	472.50
200	lin. ft.	12-inch Concrete Pipe	2.50	500.00
470	lin. ft.	18-inch Concrete Pipe	3.50	1,645.00
300	lin. ft.	24- inch Concrete Pipe	4.75	1,425.00
90	lin. ft.	36-inch Concrete Pipe	10.00	900.00
370	lin. ft.	18-inch Extra Strength Concrete Pipe	4.00	1,480.00
800	lin. ft.	24-inch Extra Strength Concrete Pipe	5.50	4,400.00
140	lin. ft.	36-inch Extra Strength Concrete Pipe	11.00	1,540.00
70	only	Concrete Sight Posts	10.00	700.00
4,300	lin. ft.	Metal Guard Rail	3.00	12,900.00
35,800	cu. yds.	2" - 0 Rock in Base	2.00	71,600.00
6,700	cu. yds.	3/4" - 0 Rock in Base	2.25	15,075.00
1,200	M-gals.	Sprinkling	2.50	3,000.00
		Subtotal		$630,036.50
		10% Engr. & Cont.		63,003.65
		Total		$693,040.15

Length of Roadway	3.235 miles
Length of Bridge	.059 mile
Total Length	3.294 miles
Cost per mile, Roadway	$214,231.88

Federal Funds- -	$422,000.00
State Funds- -	271,040.15
	$693,040.15

SHOGREN-ROWENA CREEK SECTION

PROJECT NO. FI-35 (5)

While negotiations for rights of way are in progress, seven parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 15 days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

RECEIVED
AUG 7 1952
FOR FILING

PI-3 [illegible]

[illegible]

NOA 37-2

Salem, Oregon
July 17, 1952

Mr. R. H. Baldock
State Highway Engineer
Office

Attached hereto is a conformed copy of an agreement with Wasco County covering the construction of the Shogren-Rowena Unit of the Mosier-The Dalles Section of the Columbia River Highway as a throughway and providing for the closure or other handling of county roads intersecting the state highway.

The ofiginal of the above agreement has been retained in this office for the Commission's files and one executed copy has been sent to the County Court of Wasco County.

Yours very truly,

Secretary

rn
Attach: 1

Form cc-43

n.c.a.
37-2

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the 1st &2nd six month period of 1947 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Culver	$773.97

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as

evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the ________ day of July, 1952.

RECEIVED
SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE
FOR FILING

41-357[illegible]

3662

TELEPHONE
BEACON 5155

IRON AND STEEL PRODUCTS
SSCo

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

May 22, 1952

Oregon State Highway Commission
Salem
Oregon

Subject: Our PR 8992 - Water Tank. Shogren-Rowena Creek, Mosier, Oregon
Our PR 8993 - Box Culvert. Shogren-Rowena Creek, Mosier, Oregon

Gentlemen:

We have entered into a contract with Rogers Construction Company, 11760 N.E. Glisan, Portland, Oregon, to furnish material and labor as follows:

> Deformed intermediate grade reinforcing steel bars and installation of same for the Water Tank and Box Culvert, Shogren-Rowena Creek, near Mosier, Oregon.

Said Rogers Construction Company has ordered the above as your contractor and we have been informed the above mentioned material is to be shipped from our warehouse and labor commenced shortly thereafter, and a lien may be claimed.

This notice is sent to you as the owner or reputed owner of the premises upon which said materials are to be used in compliance with the laws of the State of Oregon and is not to be construed as a reflection upon your contractor, but is being sent you solely as a matter of record in the normal course of business routine.

Very truly yours,

SOULE' STEEL COMPANY

W T Brownridge

W.T. Brownridge

WTB hm
cc: Rogers Construction Company
11760 N.E. Glisan Street, Portland, Oregon

McGovern & Carrol
Agents for Fidelity & Casualty Company
624 Peyton Building, Spokane, Washington

REGISTERED MAIL RETURN RECEIPT REQUESTED

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

RECEIVED
APR [illegible] 1952
FOR FILING

FI 35(5)

3663

April 15, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 14, 1952 on Contract No. 3663, Shogren-Rowena Creek Unit of the Mosier-The Dalles Section, in Connection with Federal Aid Project No. FI-35 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:tp

RECEIVED
FOR FILING

[illegible]

3663

April 14, 1952

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3663 which was awarded to you on March 13, 1952 by the State Highway Commission, covering the Shogren-Rowena Creek Unit of the Mosier-The Dalles Section of the Columbia River Highway in Wasco County.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 4/14 gl

RECEIVED
FOR FILING

[illegible]

[illegible]

3099

April 11, 1952

Mr. A. H. Prael
Right of Way Agent
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

This is your authority to bill the State Highway Department in an estimated amount of $315.11 for the movement of a power pole at Station 1599+55 on the Shogren-Rowena Creek Section of the Columbia River Highway, in accordance with your letter of April 9, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith

ASSIGNMENT

No. 3299
By

April 10, 1952

Description: Letter of April 9 by A. H. Prael, R/W Agent of Pacific Power & Light Company, concerning removal of a power pole on Shogren-Rowena Creek unit of Columbia River Highway

Acknowledged by _____ Referred to --Smith--------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 4-11-52 Report received ________

Remarks: OK to pay if off State R/W as stated.
WCW

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

April 9, 1952

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
First Assistant State Highway Engineer

Gentlemen:

This concerns the removal of a power pole located 26 feet south of the located center line, Station 1599+55 on the Shogren-Rowena Creek unit of the Columbia River Highway. Pacific Power & Light Company was requested by Mr. M. M. Stump, Resident Engineer, Oregon State Highway Department, in his letter of March 25, 1952 to remove said pole from the new highway right of way.

As this pole is now located on private right of way we feel that this company should be reimbursed for the cost of its removal.

The enclosed prints show the location of the present pole to be removed and the two new ones to be set. The work being done is as follows:

NOTED
W. C. WILLIAMS

1. Remove one 35 ft. pole, one crossarm, four insulators.
2. Set two 40 ft. poles, install four crossarms, sixteen insulators and transfer present circuit to the new poles.

Charges will be made for the installation of the two new poles plus the cost of removing present pole and/or transferring existing circuits. Credit will be given for the life used plus the salvage of the material removed (depreciated material value). A sheet showing the estimated net charge of $315.11 is enclosed.

Will you kindly send us a letter authorizing Pacific Power & Light Company to bill the State Highway Department in the amount of $315.11 for the removal of said pole.

Yours very truly,

A. H. Prael
Right of Way Agent

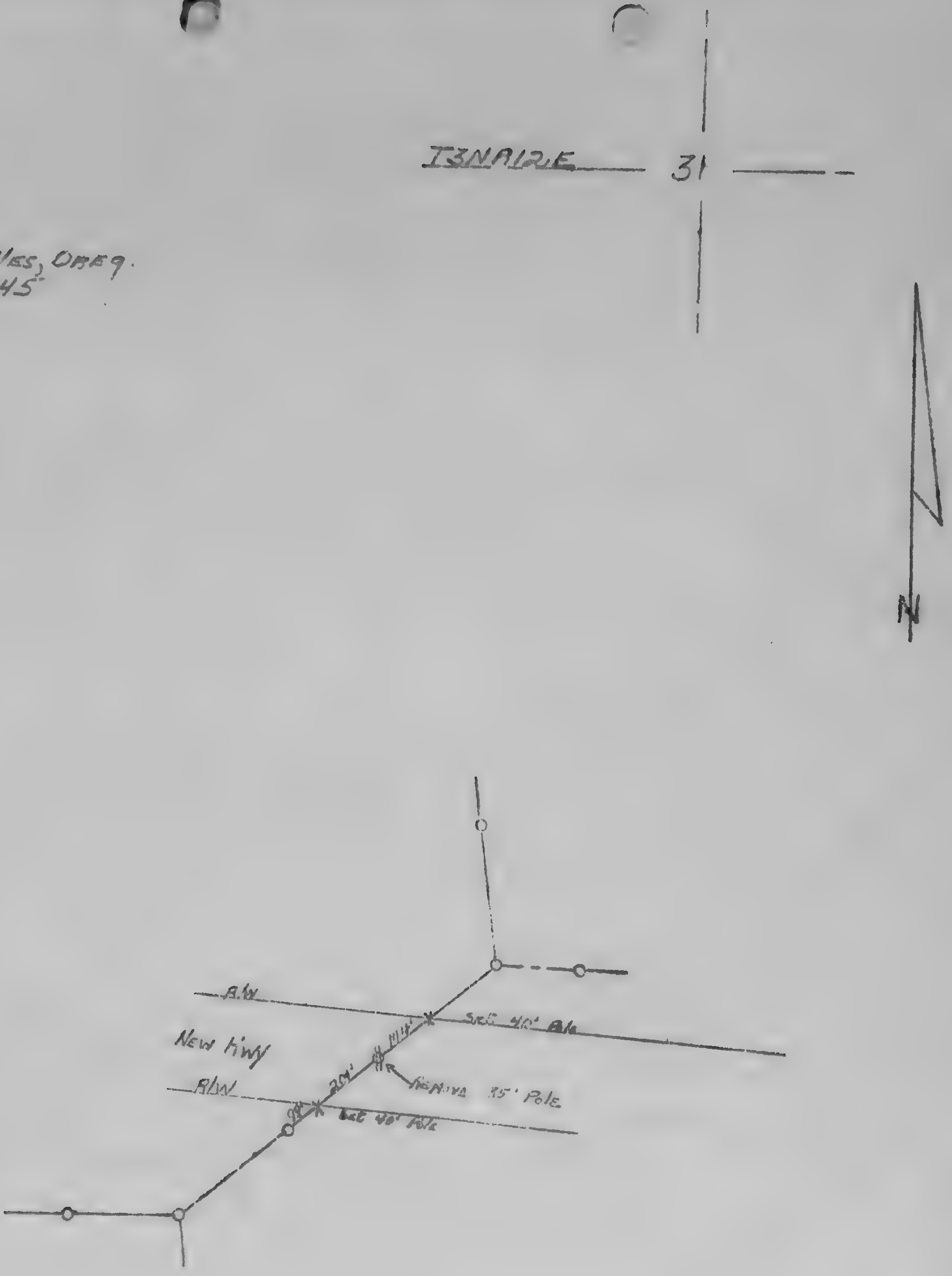
AHP:mu
Encs.

COST TO OREGON STATE HIGHWAY COMMISSION FOR RELOCATING ELECTRIC DISTRIBUTION FACILITIES

Facilities on private property, relocation of Shorgen-Rowena Creek Unit of Columbia River Highway.

Charges:		
New Construction	$ 336.23	
Removal of Facilities	15.69	
Total Charges		$ 351.92
Credits:		
Life Used (in place)	18.34	
Salvage (depreciated material value)	18.47	
Total		36.81
NET CHARGES		$ 315.11

The Dalles, Oreg.
File 4245



Scale: 1" = 400'

RECEIVED
MAR [illegible] 1952
FOR FILING

41
3663

March 17, 1952

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on March 13, 1952 awarded you Contract No. 3663 for the Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway in Wasco County. This award was based on your low bid of $610,123.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.

cc: W. M. Franzwa, SIAC
H. G. Smith
S. H. Probert

RECEIVED
FOR FILING
OREGON DISTRICT
[illegible]
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 13, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project FI-35(5), Shogren-Rowena Creek Section of the Columbia River Highway, to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $610,123.00 at the March 13, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 19 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

FI-35(5)
#3663

FI-35(5)

February 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project FI-35(5), Shogren-Rowena Creek Unit, Mosier-The Dalles Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

1-3303 Baker-Huntington Rock Prod. 1952
Project on the Old Ore. Trail between Baker & Huntington.
#3664

RECEIVED
FOR FILING
1-8302

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 21, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3664	5-final	ARTHUR SIMONSEN & GEO. BORGEN	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9033	B-66910	$ 895.92	5/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: to June 30, 1953 without penalty

Completion Date: April 4, 1953

Date Accepted: May 18, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-22-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 22 1953
G.A. Wiklander

NOTED ON CARD

RECEIVED
53
FOR FILING

[illegible]

3664

May 1, 1953

United Pacific Insurance Co.
Frisbie-Long Insurance Agency
1915 Washington St.
Baker, Oregon

Gentlemen:

State Highway Contract No. 3664 for work performed on the Baker-Huntington Section of the Old Oregon Trail in Baker County was completed by the contractor, Arthur Simonsen and George Borgen, on April 4, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $895.92 will be released to the contractor after acceptance of the project by the Commission. The total contract amount is $42,695.80 and no force account work was performed.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Portland Branch Office

NOTED ON CARD
5-1-53

RECEIVED
53
FOR FILING

1-8[illegible]

36[illegible]

April 17, 1953

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & George Borgen in connection with contract No. 3664, for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County.

This payment, in the amount of $2,471.13, will be released to the contractor on or after April 27, 1953. The retained percentage is $1,292.78.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

W. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Frisbie-Long Insurance Agency
1915 Washington St.
Baker, Oregon

Portland Branch Office

NOTED ON CARD
4-17-53 gl

RECEIVED
APR 15 1953
FOR FILING

April 14, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Arthur Simonsen & George Borgen a portion of the funds heretofore retained by the Commission on contract No. 3664, for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County.

This payment, in the amount of $24,893.65, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,216.35. The present payment will be released to the contractor on or after April 24, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatusfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rl

cc: Frisbie-Long Insurance Agency
1915 Washington St.
Baker, Oregon

Portland Branch Office

NOTED ON CARD
4-14-53

Form E-1

1-8308

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending April 7, 1953

Section Baker--Huntington

Kind of work Rock Production

Highway Old Oregon Trail

Section prefix 1-8308

Contractor Simonsen and Borgen

Contract number 3664

Date of contract March 4, 1952

Date of completion October 31, 1952

Date work started December 19, 1952

Estimated date of completion April 10, 1953

Amount of contract $ 41,030.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 44,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2,185.00, 65.0 %

Date project was completed April 4, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project on Saturday, April 4.

Brooks, Seaman, and Swiger finished remeasuring stockpiles on Monday.

Laughlin and Tebeau figured and checked computations Monday and Tuesday. Semi-final Estimate and Quantity Summary and supporting data were mailed to La Grande Tuesday afternoon.

RECEIVED
APR 13 1953
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed Kevin Laughlin

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			11,000		
Estimated quantities moved or placed to date			11,748		
Average daily quantities			1,248		
Average daily quantities necessary to complete project on time			time is up		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			12		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., Drag Line 1, Trucks 4, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
FOR FILING

1-2308

3664

January 27, 1953

Utah Oil Refining Company
P. O. Box 898
Salt Lake City 10, Utah

Attention: Mr. C. W. Flint

Gentlemen:

State Highway Contract No. 3664 was awarded to Arthur Simonsen and George Borgen for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County.

We are advised that Mr. C. E. Lasaberg is performing subcontract work on this job.

The completion date for the contract has been extended to June 30, 1953.

Under Oregon Law, each state highway contractor is required to furnish a full coverage performance bond with each contract awarded to him. This bond assures satisfactory completion of the project and also payment of all bills incurred in connection with it. There is also a provision in the Oregon Laws whereby a claimant may protect his claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission by filing his claim with the Secretary of State. For your reference we have attached an excerpt from the Oregon Laws outlining this procedure.

If your company has claims against any state highway contract, letters should be directed to this office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/26
Attach.

Utah Oil Refining Company
UTAH OIL BUILDING
Salt Lake City 10, Utah

H. V. BEST
Credit Manager

January 22, 1953

Department of Highways
Salem, Oregon

Gentlemen:

3664

We are furnishing petroleum products to C.E. Leseburg, subcontractor for project #3644-Baker-Huntington.

Will you please advise the name of the Prime-contractor, also, the percentage of protection furnished the supplier, as well as the estimated date of completion for this project.

Our marketing area has now been extended into Oregon and we would appreciate information regarding the filing laws in the state of Oregon. Also, the name of the person in your department to whom our letters should be directed when requiring information on bonded jobs.

Please let us hear from you at your earliest convenience.

Yours very truly,

UTAH OIL REFINING COMPANY

Credit Department

CWF:as

By C. W. Flint

RECEIVED
JAN 26 1953
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

RECEIVED
FOR FILING

1-[illegible]

3664

January 14, 1953

Arthur Simonsen & George Bergen
2925 North Main St.
Baker, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 6, 1953, had under discussion your request for an extension of time of 181 days, from December 31, 1952 to June 30, 1953, within which to complete your contract No. 3664 for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Parsons ~~K. P. Chidsey,~~
Division Engineer

Kevin Laughlin,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 1952
FOR FILING

1- [illegible]

3664

December 18, 1952

Request for extension of time
No. 14
January 6, 1953 meeting

Oregon State Highway Commission

Gentlemen:

Arthur Simonsen and George Bergen have requested an extension of time on Contract No. 3664, Baker-Huntington Rock Production Project, from December 31, 1952 to June 30, 1953.

At the time this job was awarded to Simonsen he had assured us that he had made arrangements to obtain suitable crushing equipment; however, he was unable, for reasons unknown to us, to obtain this equipment and has been unable to date to perform the crushing work. He has now made arrangements with C. E. Leseberg to do this.

When we awarded this contract we did so on the basis that the rock would be needed for summer maintenance work in 1953, so that if the material is produced by June 30 the State will not be inconvenienced and engineering costs will not be increased, as no engineering personnel are assigned to the job except when work is actually underway.

I do believe that Mr. Simonsen has been rather dilatory in this matter, but as no inconvenience has been caused I recommend that this extension be granted, but on the basis that Simonsen's prequalification be revised and that he not be permitted to bid on any jobs in the future for which he does not have adequate equipment on hand at the time bids are received.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
Enclosure
cc Mr. H. G. Smith

R

RECEIVED
NOV 1 1952
FOR FILING

1-9208

24-1

November 12, 1952

Arthur Simonsen and
George Borgen
2925 North Main Street
Baker, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 60 days, from October 31 to December 31, 1952, within which to complete your contract No. 3664 for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

Kevin Laughlin,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
11-12-52,

RECEIVED
OCT 1952
FOR FILING

1-1305
3664

October 16, 1952

Request for extension of time
No. 26. Last request for
October 20 and 21 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Arthur Simonsen and George Borgen for an extension of time on Contract No. 3664, Baker-Huntington Rock Production Project on the Old Oregon Trail Highway, from October 31, 1952 to December 31, 1952.

These contractors are new operators with the State, and their equipment was not in good repair when they started the job and has occasioned considerable delay while waiting for equipment repairs. Although they have not operated entirely satisfactorily on the job, there has been neither delay to the State nor additional cost because of the overrun.

I would, therefore, request that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

HGS

Enclosure

cc Mr. H. G. Smith

RECEIVED
FOR FILING

/
3664

April 15, 1952

Arthur Simonsen & George Borgen
2925 N. Main Street
Baker, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on March 14, 1952 by the State Highway Commission, as follows:

Contract No. 3664, for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County.

Contract No. 3674, for roadside improvement on the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker Counties.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Received [illegible]

RECEIVED
MAR 1[illegible] 1952
FOR FILING

1-8318

3664

March 17, 1952

Mr. Arthur Simonsen
Mr. George Borgen
2925 N. Main Street
Baker, Oregon

Gentlemen:

The State Highway Commission on March 14, 1952 awarded you Contract No. 3664 for Baker-Huntington Rock Production Project on the Old Oregon Trail in Baker County. This award was based on your low bid of $41,030 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.
cc: W. M. Franzwa, SIAC
H. G. Smith
S. H. Probert

1- 209 aker-Table ock Dr. [illegible] 1-2
[illegible] or aker- [illegible]
[illegible] ., 1.2 [illegible]

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 24, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3665	3-final	Newport Constr. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21408	R-54000	$ 945.43	11/21/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. V. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: to Nov. 30, 1952 without penalty

Completion Date: Sep. 29, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-2-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
a. v. Wicklander

NOTED ON CARD
12-2-52

RECEIVED
NOV 14 1952
FOR FILING

November 13, 1952

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3665 for rock production on the Baker-Table Rock Creek Section of the Baker-Homestead Highway in Baker County was completed by the contractor, Newport Construction Co., on September 29 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $945.43 will be paid to the contractor on or after November 24, 1952. The total contract amount is $31,514.37, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
Portland, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

[illegible] ON CARD

11-13-52

RECEIVED
OCT 1 [illegible] 1952
FOR FILING

October 10, 1952

Seaboard Surety Company
75 Maiden Lane
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Newport Construction Company on Contract No. 3665 covering rock production on the Baker-Table Rock Creek Section of the Baker-Homestead Highway in Baker County. This payment, in the amount of $24,275.11, will be made on or after October 20th. The retained percentage is $945.43.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisified, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

RECEIVED
OCT 9 - 1952
FOR FILING

[illegible]

[illegible]

October 7, 1952

Newport Construction Company
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 120 days, from July 31 to November 30,1952, within which to complete your contract No. 3665 for rock production on the Baker-Table Rock Creek Section of the Baker-Homestead Highway in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

Kevin Laughlin,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1

1-8309
3665

R

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending October 3, 1952

Section Baker--Table Rock Creek

Kind of work Rock Production

Highway Baker--Homestead

Section prefix 1-8309

Contractor Newport Construction Company

Contract number 3665

Date of contract March 14, 1952

Date of completion July 31, 1952

Date work started August 13, 1952

Estimated date of completion October 1, 1952

Amount of contract $31,612.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $31,575.29

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2,550.00, 8.1 %

Date project was completed September 27, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed contract on September 27.

All rock crushed and stockpiled is good rock and passed all tolerance limits satisfactorily.

RECEIVED
OCT 6 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8,000		
Estimated quantities moved or placed to date			7,962.1 cy Cr. Rock 1,609.4 cy Screen Rejects		
Average daily quantities					
Average daily quantities necessary to complete project on time			All finished		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			12		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers ...., Trucks 4, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
[illegible] 1952
FOR FILING

[illegible]

[illegible]

August 27, 1952

Request for extension of time
No. 5
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Newport Construction Company for an extension of time on Contract No. 3665, Baker-Table Rock Creek rock production project from July 31, 1952 to November 30, 1952.

The contractor was requested to expedite several other contracts prior to starting this one in order that major contracts might not be held up.

The overrun of time will not create any hardship or additional expense to the State, and I would therefore recommend that it be extended without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS:ar 1g

RECEIVED
FOR FILING

3665

April 15, 1952

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3665 which was awarded to you on March 14, 1952 by the State Highway Commission, for rock production on the Baker-Table Rock Creek Section of the Baker-Homestead Highway in Baker County.

We are also mailing an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 4/15, gl

RECEIVED
MAR 18 1952
FOR FILING

3665

March 17, 1952

Newport Construction Co.
7031 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on March 14, 1952 awarded you Contract No. 3665 for the Baker-Table Rock Creek Rock Production Project on the Baker-Homestead Highway in Baker County. This award was based on your low bid of $31,612.50 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.
cc, W. M. Franzwa, SIAC
S. H. Probert
H. G. Smith

FI-189(10) Chenoweth Park-Oakland Jct. 1952
Unit, Chenoweth Park-Deady Sec.,
#3666 Pacific Hwy.

RECEIVED
FOR FILING

1[illegible]71-189 (10)

[illegible]

5/21

June 22, 1954

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I have had our field engineers investigate the matter brought up in your letter of May 27 regarding sloughing on the easterly side of the channel change on the Chenoweth Park-Oakland Junction Section in Douglas County. An inspection of the channel change on the easement granted by the Southern Pacific Company does not indicate any sloughing or undercutting.

A small slide has developed about a quarter of a mile northerly from the easement area, which slide is entirely confined to our right of way. For your information, corrective measures are being taken to prevent this small slide from causing damage, and we will closely observe the channel for signs of erosion or sloughing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. F. Cooper

FC:js fp

ASSIGNMENT

Date: June 1, 1954 No. 5121 By WCW

Description: Letter from R. L. Porter, 5-28-54, encl. copy of letter from L. P. Hopkins, 5-27-54, in which he complains of erosion along ditch in connection with Chenoweth Park-Deady Section, Pacific Hwy., their file 19819

Acknowledged by____ Referred to ✓ H.G.Smith

XX Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._______
__Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 6·21·54 Report Received________

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1954

SUBJECT: File 19819 - Southern Pacific Co.
Their File 323-3
Chenoweth Park-Deady Section, Pacific Hwy
Douglas County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Enclosed herewith is a copy of a letter received on this date from the Southern Pacific Company in which they complain of erosion along the channel change ditch. I have acknowledged Mr. Hopkin's letter only and told him that the matter was being referred to you, but that if any correction is necessary, it will have our attention.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

Enc.

RECEIVED
JUN 1 1954

COPY

SOUTHERN PACIFIC COMPANY
Union Station
Portland 9, Oregon

May 27, 1954

323-3

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention - Mr. R. L. Porter
Right of Way Engineer

Dear Sir:

In 1952 we granted State Highway Department an easement for a channel change in Sections 29 and 30, Township 2 South, Range 5 West, Douglas County on your highway Chenoweth Park, Deady, Section Pacific Highway.

We note last winter's storms have caused a good deal of sluffing along this change. It is our request that State correct condition, which would cause us considerable trouble if not taken care of at this time.

Yours truly

/s/ L. P. Hopkins

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 12, 1954

~~(CONTRACT NO.)~~ FI-1[illegible]) 3666	(EST. NO.) 14-final	(CONTRACT0R)	McNutt Bros.
(VOUCHER NO.) 26236	(WARRANT NO.) B-84551	(AMOUNT) $ 15,390.08	(DATE) 1/8/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: Aug. 17, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-13-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

1-14-[illegible]

RECEIVED
FOR FILING

F1-1[illegible]

3666

December 28, 1953

General Casualty Company of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3666 for work performed on the Chenoweth Park-Oakland Junction Unit, Chenoweth Park-Ready Section of the Pacific Highway in Douglas County was completed by the contractor, McNutt Brothers, on August 17 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $15,390.08 will be released to the contractor on or after January 7, 1954. The total contract amount is $513,155.16, of which amount $40,300.44 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

Portland Service Office

NOTED ON CARD
12-28-53

RECEIVED
SEP 28 1953
FOR FILING

[illegible]

3666

September 28, 1953

General Casualty Company of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to McNutt Brothers on contract No. 3666, covering the Chenoweth Park-Oakland Junction Unit, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County.

This payment, in the amount of $28,087.66, will be released to the contractor on or after October 8, 1953. The retained percentage is $15,394.80.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

9-28-53 gl

Form E-1—10M—11-51

F1-189(1.1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 5, 19 53

Section Cheneweth Park-Oakland Junction

Kind of work Grading and Paving

Highway Pacific

Section prefix 10-1053

Contractor McNutt Bros

Contract number 3666

Date of contract March 14, 19 52

Date of completion August 31, 19 53

Date work started April 2, 19 52

Estimated date of completion August 17, 19 53

Amount of contract $ 496,204.14

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 524,216.43

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 31,266.33, %

Date project was completed August 17, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Submitted Semi-final Friday of this Week.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

Signed R. D. Ashburn

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.52	2.41			2.41
Miles partially completed					
Miles completed	2.52	2.41			2.41
Total estimated quantities	404,491.4	51,519			9,080.51
Estimated quantities moved or placed to date	404,491.4	51,519			9,080.51
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Cloudy		
Saturday	Cloudy		

State Printing 53362

RECEIVED
AUG [illegible] 1953
FOR FILING

FI-139(10)

3666

August 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advice you that work was completed on August 17, 1953 on Contract No. 3666, Chenoweth Park-Oakland Junction Unit, Chenoweth Park-Deady Section, in connection with Federal Aid Project No. FI-139 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

FOR FILING
FI-189(10)
FORM E-30 25M
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1953

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

[illegible]
W. C. [illegible]

Dear Sir:

The subcontract between McNutt Brothers and J. C. Compton, Company, covering Items 23 to 28, inclusive, on the Chenoweth Park-Oakland Junction Contract Number 3666 Oregon FI-189(10), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
encl
cc W. C. Williams
C. G. Polk - 2

RECEIVED
FOR FILING

FI-189(10)

3666

April 28, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 22, 1953, regarding Extra Work Order No. 4, Chenoweth Park-Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 3666, F. A. Project FI-189 (10).

Request for Federal participation on this work order is hereby withdrawn. The work will be paid for with State funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

April 22, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Project FI-189(10), Chenoweth Park-Oakland Junction Section of the Pacific Highway

Dear Sir:

Reference is made to your April 20, 1953 letter and attached copies of Order for Extra Work No. 4 covering the removal of slides and correction of slide conditions on the above project.

Inasmuch as Article 12-19 of the General Specifications includes slide removal as an element of work to be paid for at the contract bid price for Excavation, we should be furnished justifying reasons for the proposed change in basis of payment.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
APR 23 1953
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

FI-189(10)

3666

April 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the removal of slides and correction of slide conditions on the Chenoweth Park-Oakland Junction Unit of the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County, Contract No. 3666, in connection with Federal Aid Project No. FI-189 (10).

This work is necessary to correct slide conditions that occurred during the winter months and after the roadbed had been finished and the base rock and leveling course constructed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

Encl.

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Project No. FI-189(10)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of November, 1952,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of October, 1951, a program, which was approved on the 28th day of December, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred sixty-eight thousand and 00/100 dollars ($368,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1473+00 in the SW 1/4, Section 20, T. 24 S., R. 5 W., W.M., and survey station "W12" 1606+00 in the SE 1/4, Section 32, T. 24 S., R. 5 W., W.M., without exception,

, length 2.519 miles, in Douglas County, being Oregon Federal Aid project No. FI-189(10), consisting of 2.519 miles of roadway and / two highway underpass structures of no net mileage. ~~bridges, each over 20 feet clear span, of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred sixty-eight thousand and 00/100 dollars ($368,000.00), which does not exceed the authorized Federal pro rata share of five hundred ninety-three thousand, four hundred two and 15/100 dollars ($593,402.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED NOV 14 1932 DISTRICT

Oregon State Highway Department

Federal Aid Project
No. FI-189 (10)

CHENOWETH PARK-OAKLAND JCT. SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 18, 1952

Type Code 6201
2-Lane Roadway (Sta. 1473+00 to 1484+50) (Sta. 1511+50 to 1588+00 - WL2)
(Contract No. 3666)

All Required		Clearing and Grubbing (65%)		$ 21,976.50
155	sq. ft.	Felling Danger Trees	$ 4.00	620.00
450	sq. yds.	Removal of Pavement	2.00	900.00
630	cu. yds.	Structural Excavation, Unclassified	4.00	2,520.00
150	cu. yds.	Trench Excavation, Unclassified	3.00	450.00
257,000	cu. yds.	General Excavation, Unclassified	0.37	95,090.00
565,000	yd. stas.	Short Overhaul	0.02	11,300.00
2,550	C-yd. stas.	Long Overhaul	0.75	1,912.50
1.67	miles	Finishing Roadbed and Slopes	800.00	1,336.00
6,000	lin. ft.	Rounding Cutbanks	0.20	1,200.00
780	lin. ft.	8-inch Perforated Metal Pipe, Coated	2.60	2,028.00
580	lin. ft.	18-inch Concrete Pipe	3.60	2,088.00
190	lin. ft.	24-inch Concrete Pipe	5.00	950.00
140	lin. ft.	30-inch Concrete Pipe	6.85	959.00
120	cu. yds.	3/8" - 0 Backfill in Drains	6.00	720.00
70	cu. yds.	Class "A" Concrete	64.00	4,480.00
11,000	lbs.	Metal Reinforcement	0.12	1,320.00
440	sq. yds.	Broken Concrete Slope Protection	2.00	880.00
34,500	cu. yds.	3" - 0 Rock in Base	2.45	84,525.00
5,700	cu. yds.	3/4" - 0 Rock in Base	2.45	13,965.00
1,330	M-gals.	Sprinkling	2.50	3,325.00
1.67	miles	Preparation of Base	500.00	835.00
290	cu. yds.	3/4" - 0 Material in Binder Course	3.60	1,044.00
45	tons	RC-3 Asphalt in Binder Course	50.00	2,250.00
6,900	tons	Class "B" Asphaltic Concrete	6.50	44,850.00
35	tons	RS-1 Emulsified Asphaltic in Seal Coat	50.00	1,750.00
210	cu. yds.	Aggregate in Seal Coat	4.00	840.00
			Subtotal	$304,114.00
			10% Engr. & Cont.	30,411.40
			Total	$334,525.40

Length of Roadway 1.667 miles
Cost per Mile $200,675.10

Type Code 6201
4-Lane Roadway (Sta. 1484+50 to 1511+50) (Contract No. 3666)

All Required		Clearing and Grubbing (20%)		$ 6,762.00
20	cu. yds.	Structural Excavation, Unclassified	4.00	80.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
49,000	cu. yds.	General Excavation, Unclassified	0.37	18,130.00
60,000	yd. stas.	Short Overhaul	0.02	1,200.00
150	C-yd. stas.	Long Overhaul	0.75	112.50
0.51	mile	Finishing Roadbed and Slopes	800.00	408.00
300	lin. ft.	Rounding Cutbanks	0.20	60.00
80	lin. ft.	18-inch Concrete Pipe	3.60	288.00
130	lin. ft.	24-inch Concrete Pipe	5.00	650.00
50	lin. ft.	36-inch Concrete Pipe	9.05	452.50
9,500	cu. yds.	3" - 0 Rock in Base	2.45	23,275.00
1,300	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.45	3,185.00
270	M-gals.	Sprinkling	2.50	675.00
0.51	mile	Preparation of Base	500.00	255.00
120	cu. yds.	3/4" - 0 Material in Binder Course	3.60	432.00
20	tons	RC-3 Asphalt in Binder Course	50.00	1,000.00
2,400	tons	Class "B" Asphaltic Concrete	6.50	15,600.00
10	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	500.00
60	cu. yds.	Aggregate in Seal Coat	4.00	240.00
			Subtotal	$ 73,395.00
			10% Engr. & Cont.	7,339.50
			Total	$ 80,734.50

Length of Roadway 0.511 mile
Cost per Mile $157,993.15

Type Code 0010
Roadway (Sta. L2 1588+00 to 1606+00) (Contract No. 3666)

All Required		Clearing and Grubbing (15%)		$ 5,071.50
550	cu. yds.	Structural Excavation, Unclassified	4.00	2,200.00
70	cu. yds.	Trench Excavation, Unclassified	3.00	210.00
132,000	cu. yds.	General Excavation, Unclassified	0.37	48,840.00
445,000	yd. stas.	Short Overhaul	0.02	8,900.00
3,000	C-yd. stas.	Long Overhaul	0.75	2,250.00
0.34	mile	Finishing Roadbed and Slopes	800.00	272.00
140	lin. ft.	18-inch Concrete Pipe	3.60	504.00
80	lin. ft.	24-inch Concrete Pipe	5.00	400.00
260	cu. yds.	Class "A" Concrete	64.00	16,640.00
42,000	lbs.	Metal Reinforcement	0.12	5,040.00
			Subtotal	$ 90,327.50
			10% Engr. & Cont.	9,032.75
			Total	$ 99,360.25

Length of Roadway 0.341 mile
Cost per Mile $291,379.03

Type Code X721
Grade Separation Structure (Sta. 1498+70) (Contract No. 3717)

150	cu. yds.	Structural Excavation	$ 15.00	$ 2,250.00
10	cu. yds.	Structural Excavation Below Elevations Shows	20.00	200.00
270	cu. yds.	Class "A" Concrete	65.00	17,550.00
74,000	lbs.	Metal Reinforcement	0.11	8,140.00
				$ 28,140.00

Type Code X721
Grade Separation Structure (Sta. EH2 1577+81.11) (Contract No. 3728)

330	cu. yds.	Structural Excavation	$ 6.00	$ 1,980.00
10	cu. yds.	Structural Excavation Below Elevations Shown	20.00	200.00
580	lin. ft.	Furnish Treated Piling	2.00	1,160.00
24	only	Drive Piles	30.00	720.00
440	cu. yds.	Class "A" Concrete	68.00	29,920.00
95,000	lbs.	Metal Reinforcement	0.10	9,500.00
				$ 43,480.00

Subtotal	$ 71,620.00
10% Engr. & Cont.	7,162.00
Total	$ 78,782.00

Length of Structures 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Asphaltic Pavement	$334,525.40	$207,457.00	$127,068.40
4-Lane Asphaltic Pavement	80,734.50	50,068.00	30,666.50
Graded Roadway	99,360.25	61,619.00	37,741.25
Structures	78,782.00	48,856.00	29,926.00
	$593,402.15	$368,000.00	$225,402.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-139 (10)

CHENOWETH PARK-OAKLAND JCT. SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 8, 1952

Type Code 6201
2-Lane Roadway (Sta. 1473+00 to 1494+50) (Sta. 1511+50 to 1578+00 - WL2)
(Contract No. 3666)

All Required		Clearing and Grubbing (65%)		$ 21,976.50
155	sq. ft.	Felling Danger Trees	$ 4.00	620.00
450	sq. ft.	Removal of Pavement	2.00	900.00
630	cu. yds.	Structural Excavation, Unclassified	4.00	2,520.00
150	cu. yds.	Trench Excavation, Unclassified	3.00	450.00
257,000	cu. yds.	General Excavation, Unclassified	0.37	95,090.00
565,000	yd. stas.	Short Overhaul	0.02	11,300.00
2,550	C-yd. stas.	Long Overhaul	0.75	1,912.50
1.67	miles	Finishing Roadbed and Slopes	800.00	1,336.00
6,000	lin. ft.	Rounding Cutbanks	0.20	1,200.00
780	lin. ft.	8-inch Perforated Metal Pipe, Coated	2.60	2,028.00
580	lin. ft.	18-inch Concrete Pipe	3.60	2,088.00
190	lin. ft.	24-inch Concrete Pipe	5.00	950.00
140	lin. ft.	30-inch Concrete Pipe	6.85	959.00
120	cu. yds.	3/8" - 0 Backfill in Drains	6.00	720.00
70	cu. yds.	Class "A" Concrete	64.00	4,480.00
11,000	lbs.	Metal Reinforcement	0.12	1,320.00
440	sq. yds.	Broken Concrete Slope Protection	2.00	880.00
34,500	cu. yds.	3" - 0 Rock in Base	2.45	84,525.00
5,700	cu. yds.	3/4" - 0 Rock in Base	2.45	13,965.00
1,330	M-gals.	Sprinkling	2.50	3,325.00
1.67	miles	Preparation of Base	500.00	835.00
290	cu. yds.	3/4" - 0 Material in Binder Course	3.60	1,044.00
45	tons	MC-3 Asphalt in Binder Course	50.00	2,250.00
6,900	tons	Class "B" Asphaltic Concrete	6.50	44,850.00
35	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,750.00
210	cu. yds.	Aggregate in Seal Coat	4.00	840.00
			Subtotal	$304,114.00
			10% Engr. & Cont.	30,411.40
			Total	$334,525.40

Length of Roadway 1.667 miles
Cost per Mile $200,675.10

Type Code 6201
4-Lane Roadway (Sta. 1434+50 to 1511+50) (Contract No. 3666)

All Required		Clearing and Grubbing (20%)		$ 6,762.00
20	cu. yds.	Structural Excavation, Unclassified	$ 4.00	80.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
49,000	cu. yds.	General Excavation, Unclassified	0.37	18,130.00
60,000	yd. sta.	Short Overhaul	0.02	1,200.00
150	C-yd. stas.	Long Overhaul	0.75	112.50
0.51	mile	Finishing Roadbed and Slopes	800.00	408.00
300	lin. ft.	Rounding Cutbanks	0.20	60.00
80	lin. ft.	18-inch Concrete Pipe	3.60	288.00
130	lin. ft.	24-inch Concrete Pipe	5.00	650.00
50	lin. ft.	36-inch Concrete Pipe	9.05	452.50
9,500	cu. yds.	3" - 0 Rock in Base	2.45	23,275.00
1,300	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.45	3,185.00
270	M-gals.	Sprinkling	2.50	675.00
0.51	mile	Preparation of Base	500.00	255.00
120	cu. yds.	3/4" - 0 Material in Binder Course	3.60	432.00
20	tons	RC-3 Asphalt in Binder Course	50.00	1,000.00
2,400	tons	Class "B" Asphaltic Concrete	6.50	15,600.00
10	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	500.00
60	cu. yds.	Aggregate in Seal Coat	4.00	240.00
			Subtotal	$ 73,395.00
			10% Engr. & Cont.	7,339.50
			Total	$ 80,734.50

Length of Roadway 0.511 mile
Cost per Mile $157,993.15

Type Code 0010
Roadway (Sta. WL2 1588+00 to 1606+00) (Contract No. 3666)

All Required		Clearing and Grubbing (15%)		$ 5,071.50
550	cu. yds.	Structural Excavation, Unclassified	$ 4.00	2,200.00
70	cu. yds.	Trench Excavation, Unclassified	3.00	210.00
132,000	cu. yds.	General Excavation, Unclassified	0.37	48,840.00
445,000	yd. stas.	Short Overhaul	0.02	8,900.00
3,000	C-yd. stas.	Long Overhaul	0.75	2,250.00
0.34	mile	Finishing Roadbed and Slopes	800.00	272.00
140	lin. ft.	18-inch Concrete Pipe	3.60	504.00
80	lin. ft.	24-inch Concrete Pipe	5.00	400.00
260	cu. yds.	Class "A" Concrete	64.00	16,640.00
42,000	lbs.	Metal Reinforcement	0.12	5,040.00
			Subtotal	$ 90,327.50
			10% Engr. & Cont.	9,032.75
			Total	$ 99,360.25

Length of Roadway	0.341 mile
Cost per Mile	$291,379.03

Type Code X221
Grade Separation Structure (Sta. 1498+70)

150	cu. yds.	Structural Excavation	$ 15.00	$ 2,250.00
10	cu. yds.	Structural Excavation Below Elevation Shown	15.00	150.00
270	cu. yds.	Class "A" Concrete	65.00	17,550.00
74,000	lbs.	Metal Reinforcement	0.12	8,880.00
				$ 28,830.00

Type Code X221
Grade Separation Structure (Sta. EL2 1577+81.11)

330	cu. yds.	Structural Excavation	$ 15.00	$ 4,950.00
10	cu. yds.	Structural Excavation Below Elevation Shown	15.00	150.00
580	lin. ft.	Furnish Treated Piling	1.60	928.00
24	only	Drive Piles	70.00	1,680.00
440	cu. yds.	Class "A" Concrete	65.00	28,600.00
95,000	lbs.	Metal Reinforcement	0.12	11,400.00
				$ 47,700.00

Subtotal	$ 76,530.00
10% Engr. & Cont.	7,653.00
Total	$ 84,183.00

Length of Structures	0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Asphaltic Pavement	$334,525.40	$207,262.00	$127,263.40
4-Lane Asphaltic Pavement	80,734.50	50,021.00	30,713.50
Graded Roadway	99,360.25	61,560.00	37,800.25
Structures	84,183.00	52,157.00	32,026.00
	$598,803.15	$371,000.00	$227,803.15

Oregon State Highway Department

Federal Aid Project
No. FI-189 (10)

CHENOWETH PARK-OAKLAND JCT. SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 25, 1952

Type Code 6201
2-lane Roadway (Sta. 1473+00 to 1484+50) (Sta. 1511+50 to 1588+00 - W12)

All Required		Clearing and Grubbing (65%)		$ 11,700.00	
155	sq. ft.	Felling Danger Trees	$ 4.00	620.00	
450	sq. yds.	Removal of Pavement	1.00	450.00	
630	cu. yds.	Structural Excavation, Unclassified	3.00	1,890.00	
150	cu. yds.	Trench Excavation, Unclassified	3.00	450.00	
257,000	cu. yds.	General Excavation, Unclassified	0.40	102,800.00	
565,000	yd. stas.	Short Overhaul	0.015	8,475.00	
2,550	C-yd. stas.	Long Overhaul	0.50	1,275.00	
1.67	miles	Finishing Roadbed & Slopes	600.00	1,002.00	
6,000	lin. ft.	Rounding Cutbanks	0.20	1,200.00	
780	lin. ft.	8" Perforated Metal Pipe, Coated	2.25	1,755.00	
580	lin. ft.	18" Concrete Pipe	3.50	2,030.00	
190	lin. ft.	24" Concrete Pipe	4.75	902.50	
140	lin. ft.	30" Concrete Pipe	6.50	910.00	
120	cu. yds.	3/8" - 0 Backfill in Drains	4.50	540.00	
70	cu. yds.	Class "A" Concrete	65.00	4,550.00	
11,000	lbs.	Metal Reinforcement	0.15	1.650.00	
440	sq. yds.	Broken Concrete Slope Protection	3.50	1,540.00	
34,500	cu. yds.	3" - 0 Rock in Base	2.75	94,875.00	
5,700	cu. yds.	3/4" - 0 Rock in Base	3.00	17,100.00	
1,330	M-gals.	Sprinkling	2.50	3,325.00	
1.67	miles	Preparation of Base	200.00	334.00	
290	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,160.00	
45	tons	RC-3 Asphalt in Binder Course	45.00	2,025.00	
6,900	tons	Class "B" Asphaltic Concrete	7.50	51,750.00	
35	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,750.00	
210	cu. yds.	Aggregate in Seal Coat	5.00	1,050.00	
		Subtotal		~~$317,118.50~~	317108 50
		10% Engr. & Cont.		~~31,711.85~~	31710 85
		Total		~~$348,830.35~~	348,819 35

Length of Roadway 1.667 miles
Cost per mile $209,256.35

Type Code 6201
4-Lane Roadway (Sta. 1484+50 to 1511+50)

All Required		Clearing and Grubbing (20%)		$ 3,600.00
20	cu. yds.	Structural Excavation, Unclassified	3.00	60.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
49,000	cu. yds.	General Excavation, Unclassified	0.40	19,600.00
60,000	yd. stas.	Short Overhaul	0.015	900.00
150	C-yd. stas.	Long Overhaul	0.50	75.00
0.51	mile	Finishing Roadbed and Slopes	600.00	306.00
300	lin. ft.	Rounding Cutbanks	0.20	60.00
80	lin. ft.	18" Concrete Pipe	3.50	280.00
130	lin. ft.	24" Concrete Pipe	4.75	617.50
50	lin. ft.	36" Concrete Pipe	10.00	500.00
9,500	cu. yds.	3" - 0 Rock in Base	2.75	26,125.00
1,300	cu. yds.	3/4" - 0 Rock in Base and Shoulders	3.00	3,900.00
270	M-gals.	Sprinkling	2.50	675.00
0.51	mile	Preparation of Base	200.00	102.00
120	cu. yds.	3/4" - 0 Materials in Binder Course	4.00	480.00
20	tons	RC-3 Asphalt in Binder Course	45.00	900.00
2,400	tons	Class "B" Asphaltic Concrete	7.50	18,000.00
10	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	500.00
60	cu. yds.	Aggregate in Seal Coat	5.00	300.00
		Subtotal		$ 77,070.50
		10% Engr. & Cont.		7,707.05
				$ 84,777.55

Length of Roadway 0.511 mile
Cost per mile $165,905.18

Tyre Code 0010
Roadway (Sta. W12 1588+00 to ~~1607+00~~ 1606+0)

All Required		Clearing and Grubbing (15%)		$ 2,700.00
550	cu. yds.	Structural Excavation, Unclassified	3.00	1,650.00
70	cu. yds.	Trench Excavation, Unclassified	3.00	210.00
132,000	cu. yds.	General Excavation, Unclassified	0.40	52,800.00
445,000	yd. stas.	Short Overhaul	0.015	6,675.00
3,000	C-yd. stas.	Long Overhaul	0.50	1,500.00
0.34	mile	Finish Roadbed and Slopes	600.00	204.00
140	lin. ft.	18" Concrete Pipe	3.50	490.00
80	lin. ft.	24" Concrete Pipe	4.75	380.00
260	cu. yds.	Class "A" Concrete	65.00	16,900.00
42,000	lbs.	Metal Reinforcement	0.15	6,300.00
		Subtotal		$ 89,809.00
		10% Engr. & Cont.		8,980.90
		Total		$ 98,789.90

Length of Roadway	0.341 mile
Cost per mile	$289,706.45

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Asphaltic Pavement	348 814 30 ~~$348,830.45~~	$195,907.00	~~$152,923.45~~
4-Lane Asphaltic Pavement	84,777.55	47,612.00	37,165.55
Graded Roadway	98,769.90	55,481.00	43,308.90
	~~$532,397.90~~ 532 376 80	$299,000.00	~~$233,397.90~~

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 9, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project FI-189(10), Chenoweth Park-Oakland Junction Unit, Chenoweth Park-Deady Section of the Pacific Highway have today been recommended for approval subject to such changes asmay be required by our Division Office.

This is to authorize your advertising for bids.

Very truly yours,

G G Polk
G. G. Polk
District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 30, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming previous verbal notification, your request for approval of individual project program change with respect to Item 129, Project FI-189(10), south end of FA Project No. 189-C to 0.6 mi. north of Oakland, was approved effective April 22, 1952.

The item will now appear on the Postwar Federal-aid Primary Highway Program as follows:

Item	129
County	Douglas
Project No.	FI-189(10)
FA Route No.	3
State Route	US 99
Termini:	South end of FA Project No. 189-C to 0.6 mi. north of Oakland
Estimated Project Cost:	
Total	$615,000
Federal	381,000
State	234,000
Length	2.519 mile
Character of Work	Grading, draining, 2 traffic structure, 2-lane high type pavement.

Very truly yours,

C. G. POLK
District Engineer

April 30, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming previous verbal notification, your request for approval of individual project program change with respect to Item 129, Project FI-189(10), south end of FA Project No. 189-C to 0.6 mi. north of Oakland, was approved effective April 22, 1952.

The item will now appear on the Postwar Federal-aid Primary Highway Program as follows:

Item	129
County	Douglas
Project No.	FI-189(10)
FA Route No.	3
State Route	US 99
Termini:	South end of FA Project No. 189-C to 0.6 mi. north of Oakland
Estimated Project Cost:	
Total	$615,000
Federal	381,000
State	234,000
Length	2.519 mile
Character of Work	Grading, draining, 2 traffic structure, 2-lane high type pavement.

Very truly yours,

C. G. POLK
District Engineer

CHENOWETH PARK-OAKLAND JUNCTION SECTION

PROJECT NO. FI-189 (10)

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 15 days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

RECEIVED
1952
FOR FILING

[illegible]

3666

August 20, 1952

Western Union Telegraph Company
San Francisco, California

Attention: Mr. G. W. Stamm

Gentlemen:

Mr. Asburry reports that he has gone over the Chenoweth Park-Oakland Junction Section of the Pacific Highway with your Mr. Turner and inspected the blasting in progress. Mr. Turner agreed that the blasting was being done carefully and that it was not necessary to place the wires in a twisted pair.

I feel that it is the contractor's obligation to reimburse the Western Union Telegraph Company for the cost of a lineman standing by during blasting operations. Where no encroachments are involved and we have made no preliminary agreement with the railroad company covering this feature, our specifications place all the responsibility upon the contractor. Therefore, we feel that a standing lineman is merely a precautionary measure to reduce the claim for damages if any should result from blasting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. Tom Edwards
Mr. R. D. Asburry
McNutt Brothers

7-51-12M

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

S-2000

IN REPLY PLEASE REFER TO

RECEIVED
FOR FILING

323-3

NOTED
FORREST COOPER

June 2, 1952

RECEIVED
JUN 13 1952
LEGA.

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Attn: W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Yours May 9th requesting easement to cover channel change of Cabin Creek at our mile post 591 near Oakland, which is brought about by the reconstruction of the Chenoweth Park-Oakland Section of the Pacific Highway, Douglas County.

The matter is being handled with our management for approval. Will advise as soon as possible regarding proposed easement.

Yours truly,

NOTED
R. L. PORTER

NOTED
W. C. WILLIAMS

RECEIVED
JUN 6 1952
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

[illegible]

[illegible]

BUREAU OF PUBLIC ROADS

COPY

May 23, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon FI-189 (10), Chenoweth Park-Oakland Jct., Unit of the Pacific Highway in Douglas County.

Very truly your

(sgd) W. H. Lynch

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
FOR FILING
FORM E-30 25M 1-52 88419

Indexed
Alphabetically
Wahl, C.E.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 14, 1952
Salem, Oregon

SUBJECT: File No. 18967-Charles E. Wahl
Oakland Junction-Deady Unit
Pacific Highway
Douglas County

3305

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

On April 17, you addressed a letter to Mr. Wahl of Sutherlin and furnished him with some information he requested concerning our proposed right of way acquisition. You requested that you be advised when Mr. Wahl had been contacted. We have contacted Mr. Wahl and have been successful in securing an option from him for the right of way needed.

FORREST COOPER
Right of Way Engineer

By R. L. Porter
R. L. Porter
Ass't. Right of Way Engineer

RLP:jb

NOTED
State Highway Engineer

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APR [illegible] 1952
FOR FILING

3305

April 17, 1952

Mr. Chas. E. Wahl
Route 1, Box 40
Sutherlin, Oregon

Dear Sir:

Reference is made to your letter of April 10, regarding property which the Highway Department will need in connection with the reconstruction of the Elkton-Sutherlin Highway.

I am attaching hereto a print of our right-of-way map, on which we have colored, in red, the area which will be required by the Department. Description of this property has been turned over to the Right of Way Department for acquisition, and an agent will contact you in the immediate future.

Very truly yours,

R. H. Baldock
State Highway Engineer

HGS:AR RHB:me

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. Forrest Cooper

Mr. Cooper: Let me know when you have contacted him.

: April 14, 1952

ASS MENT

No. 330
By

Description: **Letter of April 10 by Chas. E. Wahl ofSutherlin asking about plans for highway in connection with their property**

Acknowledged by _____ Referred to **Smith**

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ______________ signature
____

Assignment executed 4-16-52 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

REFERRED TO
Mr. Williams
By State Highway Engineer
Please prepare an answer.

April 18, 1952

PLEASE RETURN TO
W. C. WILLIAMS

State Highway Commission
Salem, Oregon
Gentlemen :-

Is it possible for you to tell me just what the Highway department is going to do to our property and when it is to be done. Our neighbors have told us that by the First of May settlements would be made, but we have never had any notisi of Any Kind.

It is our policy to Plant a big garden and raise a good many chickens - we do not want to go ahead with this if we will not have the complete Summer to finish our project. - It is time we should get this started if we are doing same this year.

Also we have sold the little house on our place on Contract -- the purchaser is behind on his Contract but we are hesitant to do anything about it until we know.

We are located on Highway 225 about (1/4) one quarter of a mile from junction with Highway 99 - I would very much appreciate hearing from you. Thank you.

Yours Truly
Chas E. Wahl.

NOTED
W. C. WILLIAMS

(Rt 1 Box 40 Sutherlin Ore)

RECEIVED
MAY 15 1952
FOR FILING

[illegible]

[illegible]

Salem, Oregon
May 13, 1952

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Mr. C. W. Enfield
Chief Counsel

Enclosed is a drafted form of agreement with Douglas County covering the construction of the Oakland Junction-Deady Unit of the Chenoweth Park-Deady Section of the Pacific Highway as a throughway. This draft was prepared by the County and City Relations Division using the agreement with Marion County covering the S. Unit of the Salem By-pass as a guide.

Please make corrections and additions as required and prepare seven copies, in addition to any the Legal Department may require, of the agreement in final approved form. Only the large set of plans (Exhibit "A") enclosed is available at this time. Sufficient copies of the plans in reduced size will be prepared for attachment to the copies of the agreement.

As the agreement should be executed by Douglas County prior to the May Commission meeting, it would be appreciated if the finished agreements could be returned by Friday, May 16.

W. C. Williams
Assistant State Highway Engineer

Encl.

cc: John W. Cattrall

RECEIVED

FOR FILING

May 9, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

It has been determined that the reconstruction of the Chenoweth Park-Oakland Section of the Pacific Highway in Douglas County will require an encroachment on railroad property in the construction of a channel change. At the time our plans were prepared on this project we were of the opinion that the Southern Pacific Company's right of way was 50 feet wide on the westerly side, but it has now been determined that the Southern Pacific Company at some later date than the original acquisition acquired additional rights of way, so that the right of way is now 100 feet wide on the westerly side.

I am submitting herewith four prints of encroachment map indicating the area necessary for construction of the highway and channel changes incident thereto.

Our representatives have gone over this matter on the ground with your Mr. Rae, so he is familiar with the plan as proposed.

Inasmuch as the contract has been awarded on this project and the contractor is at work, we would greatly appreciate expediting approval of the encroachment. As our nearest point of encroachment is 50 feet from the center line of your tracks, it does not in any way seem possible that your interests would be interfered with.

We will appreciate hearing from you in this matter as early as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

Herewith please find four prints of encroachment map of a section of the Chenoweth Park-Oakland Section of the Pacific Highway. This is being submitted at this late date as it was only recently discovered that the Southern Pacific Company had purchased an additional 70 feet of right of way at a later date than that of the original acquisition of right of way extending from approximately our stations 1555 to 1580.

It is quite necessary that we obtain this encroachment as soon as possible, as our contractor is being required to work elsewhere until this is granted.

Very truly yours,

H. G. Smith
Construction Engineer

By H W Libby
H. W. Libby
Chief Locating Engineer

HWL:AR
Enc.

RECEIVED
APR [illegible] 1952
FOR FILING

April 23, 1952

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, fully executed copy of contract No. 3666, which was awarded to you on March 14, 1952 by the State Highway Commission, covering the Chenoweth Park-Oakland Junction Unit, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
FOR FILING

3666

April 8, 1952

Mr. C. G. Polk
District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 2, 1952 on Contract No. 3666, Chenoweth Park-Oakland Junction Unit of the Chenoweth Park-Deady Section, in connection with Federal Aid Project No. FI-189 (10).

Very truly yours,

R.H. Baldock
State Highway Engineer

By

W.C. Williams
Assistant State Highway Engineer

BBP/se

RECEIVED

FOR FILING

[illegible]

3666

March 20, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

We are highly flattered that the Division Office would like six additional prints of plan sheet 3-A for Oregon Project FI-189(10) Chenoweth Park-Oakland Junction Section. I have asked Mr. Probert to supply you with them.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. S. H. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FI-189(10)
Chenoweth Park-Oakland Jct.
Section

Dear Sir:

The Division Office would like to receive six additional copies of plan sheet 3-A for the above project.

The Division Office comments: "We propose to furnish prints to the other District Engineers to illustrate good delineation of a well-designed facility."

We shall be pleased to forward the copies to them if you are able to make them available to us.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 18 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

3231

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1952

SUBJECT: Assignment No. 3231

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Enclosed is a copy of a resolution adopted by the Douglas County Court in accordance with the Throughway Act approving the Chenoweth Park-Oakland Junction Unit of the Pacific Highway in Douglas County.

We have one copy of this resolution on file - the balance have been returned to the Legal Department.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hegemann
John F. Hagemann
Assistant Engineer, County and City Relations

JFH:MM
Encl.

- A[illegible]GNM[illegible]

No. 3[illegible]
By [illegible]

1952

on: Letter of March 5 by Frank McKinney, enclosing copies of resolution covering Chenoweth Park-Oakland Jct. it, Chenoweth Park-Deady Section of Pacific Highway in Douglas County, in connection with the throughway act

Acknowledged by _ _ _ _ _ Referred to _ Cattrall ✓ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 3-19-52 Report received _ _ _ _ _ _ _ _ _

Remarks: For checking and execution by county officials.
WCW

If there are more copies than needed, the Legal Department would like to have them back.

FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 5, 1952

SUBJECT: Resolution
Chenoweth Park - Oakland Jct. Unit,
Chenoweth Park - Deady Section
of Pacific Highway, Douglas County

To: Mr. W. C. Williams
Asst. State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Enclosed herewith are three copies of the resolution covering the Chenoweth Park - Oakland Junction Unit, Chenoweth Park - Deady Section of the Pacific Highway in Douglas County, which you requested in your letter of February 28, 1952.

I am also returning the four copies of the plans which you had enclosed.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Frank C. McKinney
FRANK C. McKINNEY
Assistant Attorney

FCM:amc
Enc.

NOTED
W. C. WILLIAMS

RECEIVED
MAR 6 1952
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

WHEREAS, the State Highway Commission plans and proposes to relocate, construct and maintain the Chenoweth Park - Oakland Junction Unit, Chenoweth Park - Deady Section of the Pacific Highway in Douglas County as a throughway under the provisions of Chapter 226, Oregon Laws 1947; and

WHEREAS, the Highway Commission has submitted its plans and specifications for the construction of said unit and section of said highway to the County Court of Douglas County; and

WHEREAS, in connection with the construction and maintenance of said unit and section of the Pacific Highway, and as part of the planned control of access to said highway, the Highway Commission plans and proposes;

1. That Douglas County Road No. 74, also known as the Mets Road, be altered at its present point of intersection with the said highway in Section 29, Township 24 South, Range 5 West, W.M., so that the said county road will have a new uniform and properly controlled point of access with the said highway as shown on Page 3A of State of Oregon, State Highway Department, Plans for Proposed Project, Chenoweth - Oakland Junction Unit, Chenoweth Park - Deady Section, Pacific Highway, Douglas County, dated March 1952; and

2. The closure of Douglas County Road No. 29, also known as the Goodrich Highway, in Section 20, Township 24 South, Range 5 West, W. M., where said County Road No. 29 intersects with the westerly line of a proposed service or frontage road on the easterly side of said highway, as shown on Page 3 of the said State Highway Department Plans for said project, which closure is marked in red and the said proposed service or frontage road in yellow on said Page 3 of said plans; and

3. That the said County Road No. 29 in Section 20, Township 24 South, Range 5 West, W. M., after its said closure be connected with the said proposed service or frontage road, as shown in yellow on Pages 3 and 3A of the said State Highway Department Plans for said project, so that the said county road may effect a properly controlled intersection with the said highway at a suitable point as shown on Pages 3 and 3A of said plans; and

WHEREAS, for the purposes of providing a highway that will best serve the needs of the traveling public and to preserve public safety and to protect highway traffic by controlling the entry of all traffic to the said state highway from the said county roads No. 29, also known as the Goodrich Highway, and No. 74, also known as the Metz Road, the County Court of Douglas County is desirous of approving the said plans and proposals of the State Highway Commission for the closing of said County Road No. 29 and the intersecting of the said county roads No. 29 and No. 74 with the said Pacific Highway as described above;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the County Court of Douglas County, all members being present and voting affirmatively as follows:

1. The County Court of Douglas County, pursuant to the provisions of Sections 18 and 19, Chapter 226, Oregon Laws 1947, hereby approves the plans of the State Highway Commission for altering Douglas County Road No. 74, also known as the Metz Road, in Section 29, Township 24 South, Range 5 West, W. M., at its present point of intersection with the Pacific Highway so that the said county road will have a new controlled access and intersection with the Pacific Highway as shown on Page 3A of State of Oregon, State Highway Department,

Plans for Proposed Project, Chenoweth Park - Oakland Junction Unit, Chenoweth Park - Deady Section of the Pacific Highway in Douglas County, dated March 1952, and in accordance with said Page 3A, which is attached hereto, and by this reference made a part hereof;

2. The County Court of Douglas County, pursuant to Sections 8, 18 and 19, Chapter 226, Oregon Laws 1947, hereby approves the plans of the State Highway Commission for the closing of Douglas County Road No. 29, also known as the Goodrich Highway, in Section 20, Township 24 South, Range 5 West, W. M., where said County Road No. 29 intersects with the westerly line of the proposed service or frontage road on the easterly side of the Pacific Highway as shown on Page 3 of the State of Oregon, State Highway Department, Plans for Proposed Project, Chenoweth Park - Oakland Junction Unit, Chenoweth Park - Deady Section, Pacific Highway, Douglas County, dated March 1952, with said point of closure marked in red on said Page 3 and the said service or frontage road marked in yellow in accordance with a copy of said Page 3, which is attached hereto and by this reference made a part hereof;

3. The County Court of Douglas County, pursuant to Sections 18 and 19, Chapter 226, Oregon Laws 1947, hereby approves the plans of the State Highway Commission for the connecting of Douglas County Road No. 29, also known as the Goodrich Highway, in Section 20, Township 24 South, Range 5 West, W. M., after its aforementioned closure, with the proposed service or frontage road so that the said county road may have access to the Pacific Highway at a suitable and controlled intersection, said service or frontage road being shown in yellow on Pages 3 and 3A of the State of Oregon, State Highway Department, Plans for Proposed Project, Chenoweth Park - Oakland Junction Unit,

Chenoweth Park - Deady Section, Pacific Highway, Douglas County, dated March 1952, a copy of which said Pages 3 and 3A are attached hereto, and by this reference made a part hereof;

4. That this resolution be entered in the Journal of this Court and a duly certified copy thereof be delivered to the Oregon State Highway Commission.

Dated this 16 day of March, 1952.

DOUGLAS COUNTY, by and through its
County Court

By C. A. Hill
County Judge

By L. V. Buckley
County Commissioner

By
County Commissioner

ATTEST:
Ray Agee
County Clerk

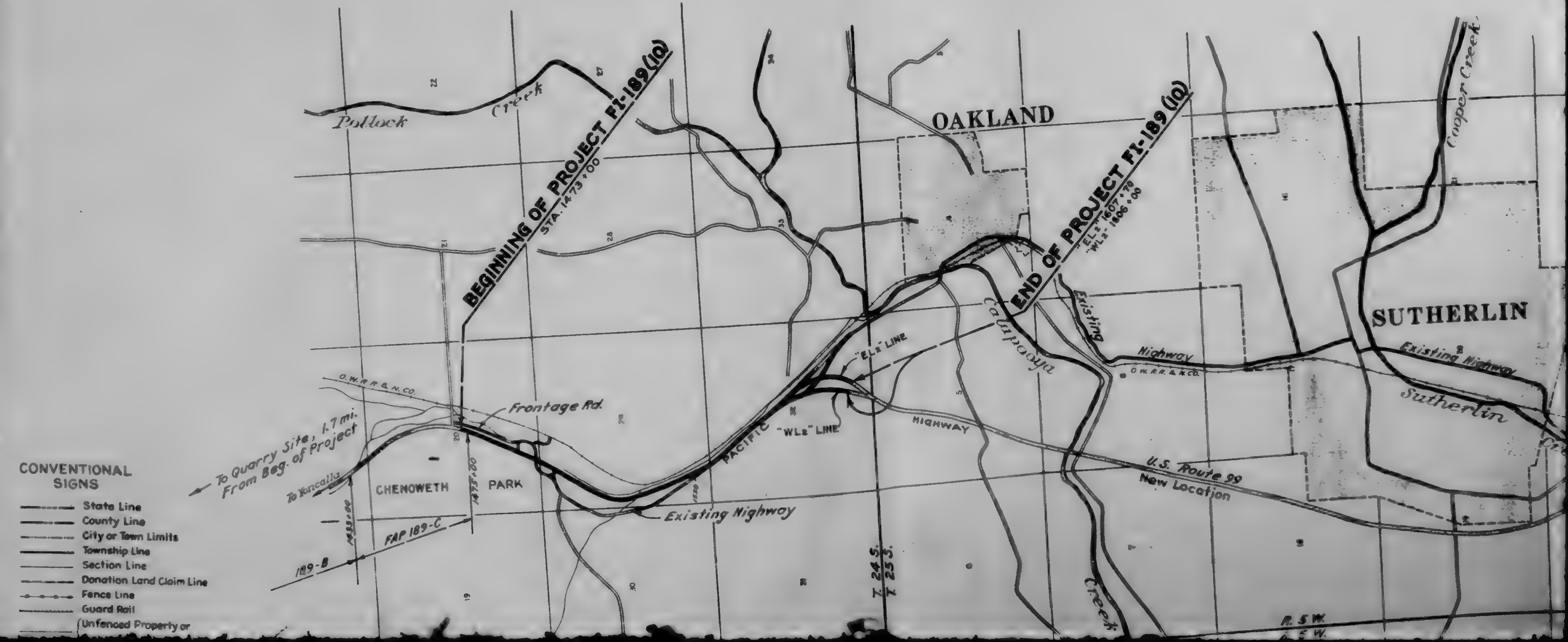
FCM:amc
3/5/52

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
3-7	Plan & Profile

Dwg. No.
9654
9656 } Rein. Conc. Box Culv.
9796

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

CHENOWETH PARK-OAKLAND JCT. UNIT
CHENOWETH PARK-DEADY SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
MARCH 1952



CHENOWETH PARK-OAKLAND JCT. UNIT CHENOWETH PARK-DEADY SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI-189(10)		See Index

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

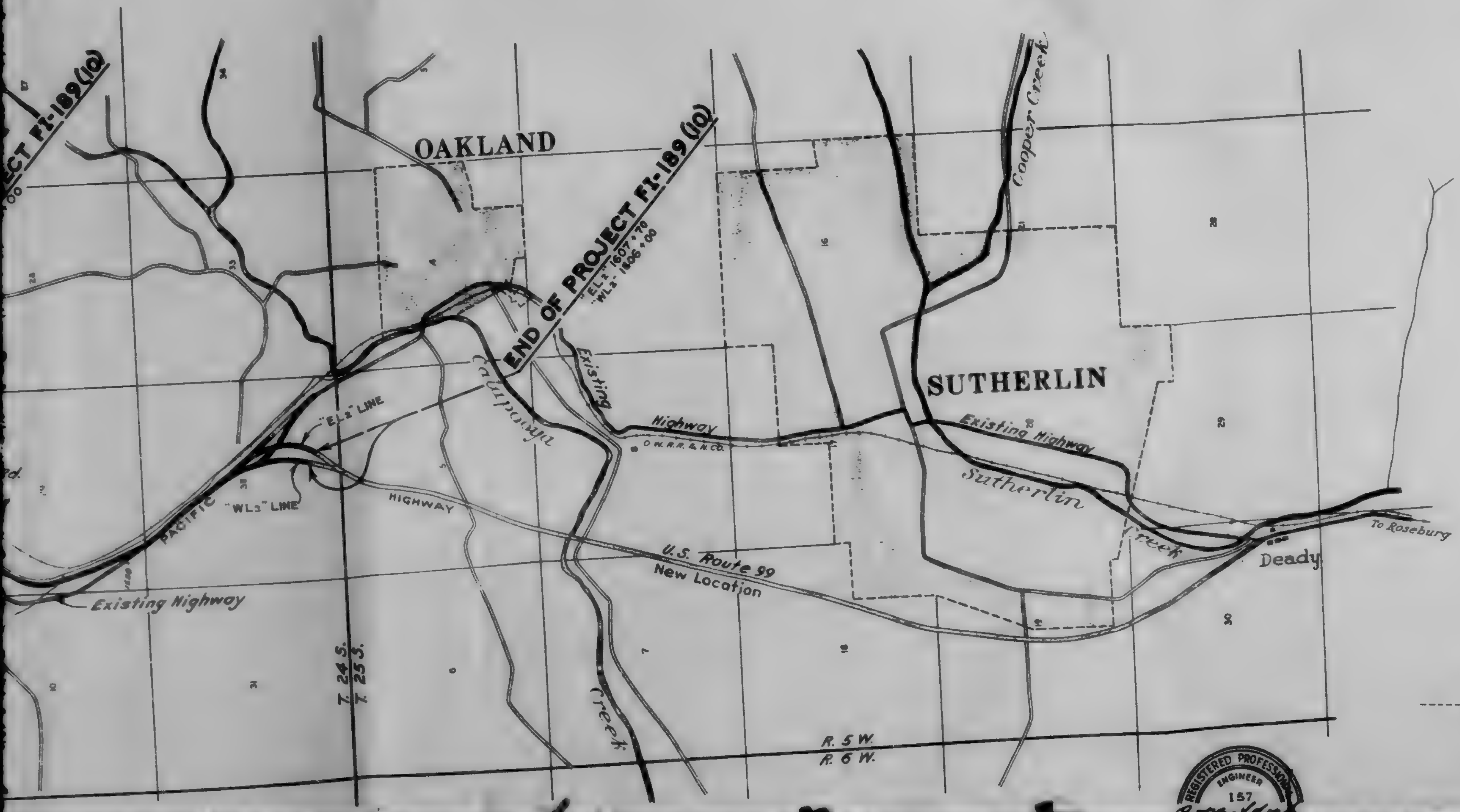
PLANS FOR PROPOSED PROJECT

◆

CHENOWETH PARK-OAKLAND JCT. UNIT
CHENOWETH PARK-DEADY SECTION
PACIFIC HIGHWAY

DOUGLAS COUNTY

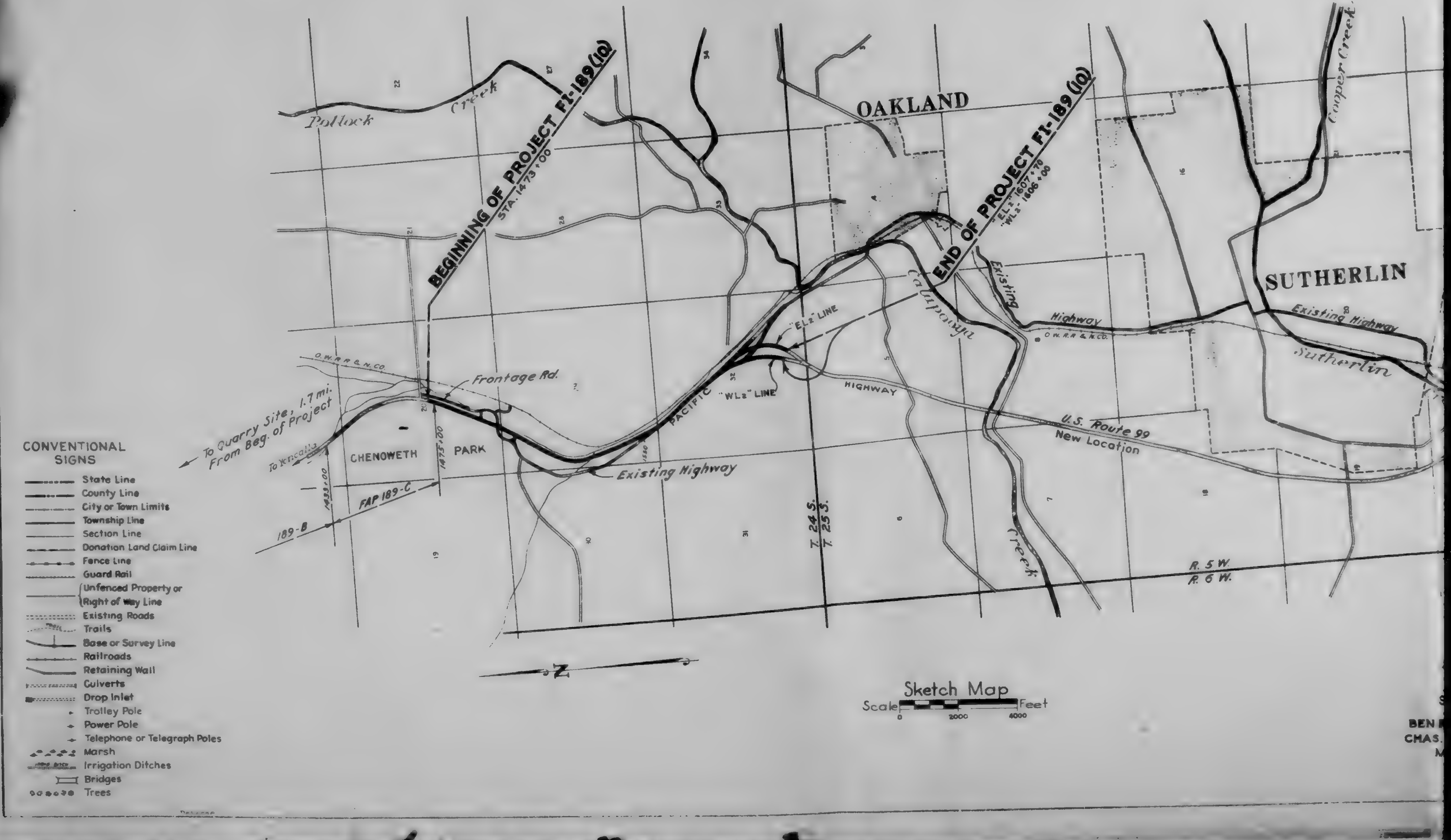
MARCH 1952



R.H. Baldock
STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER 157
R.H. Baldock

CHENOWETH PARK-OAKLAND JCT. UNIT
CHENOWETH PARK-DEADY SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
MARCH 1952

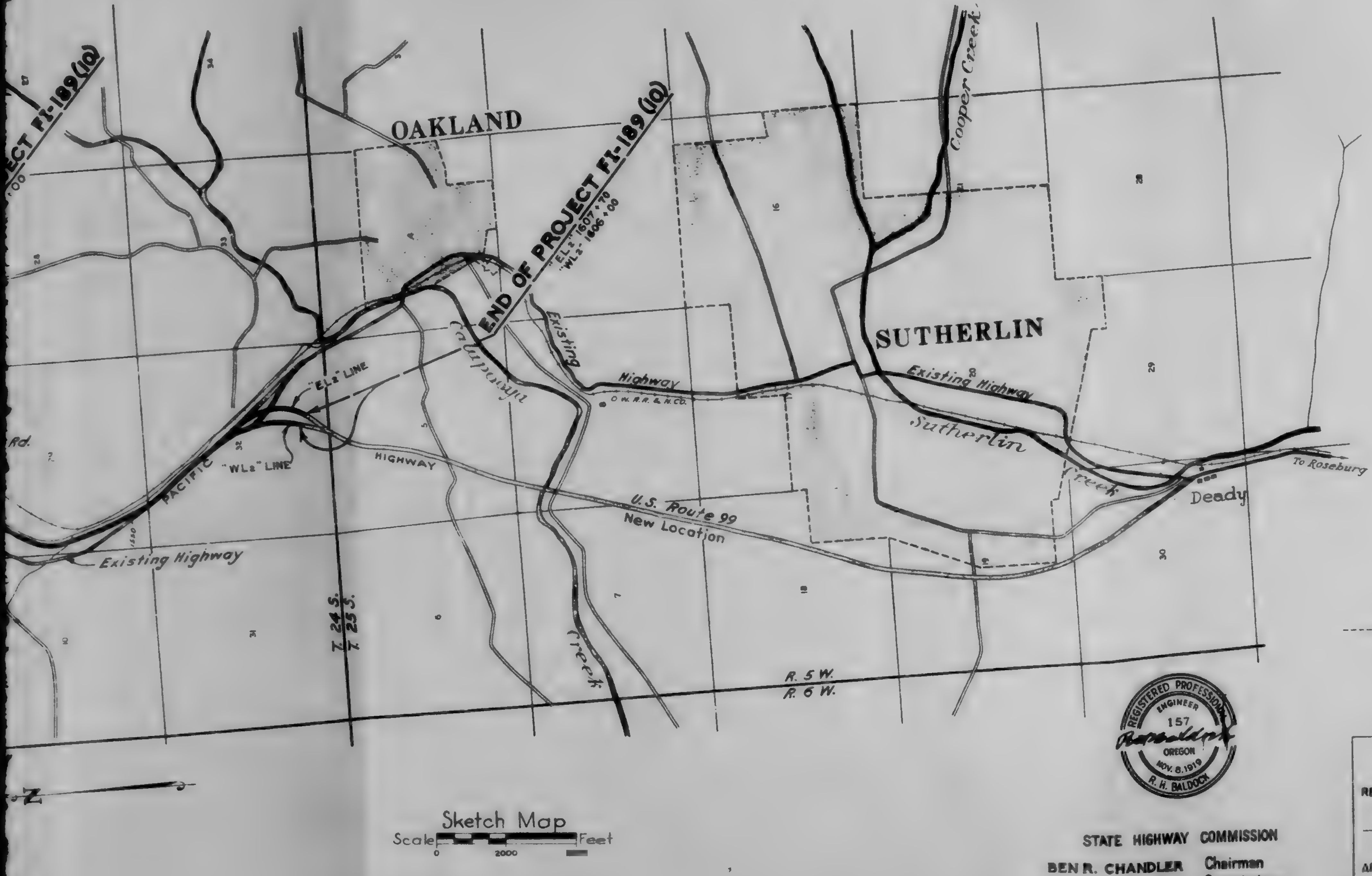


CHENOWETH PARK-DEADY SECTION

PACIFIC HIGHWAY

DOUGLAS COUNTY

MARCH 1952



R H Baldock

STATE HIGHWAY ENGINEER

157
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. MC IVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

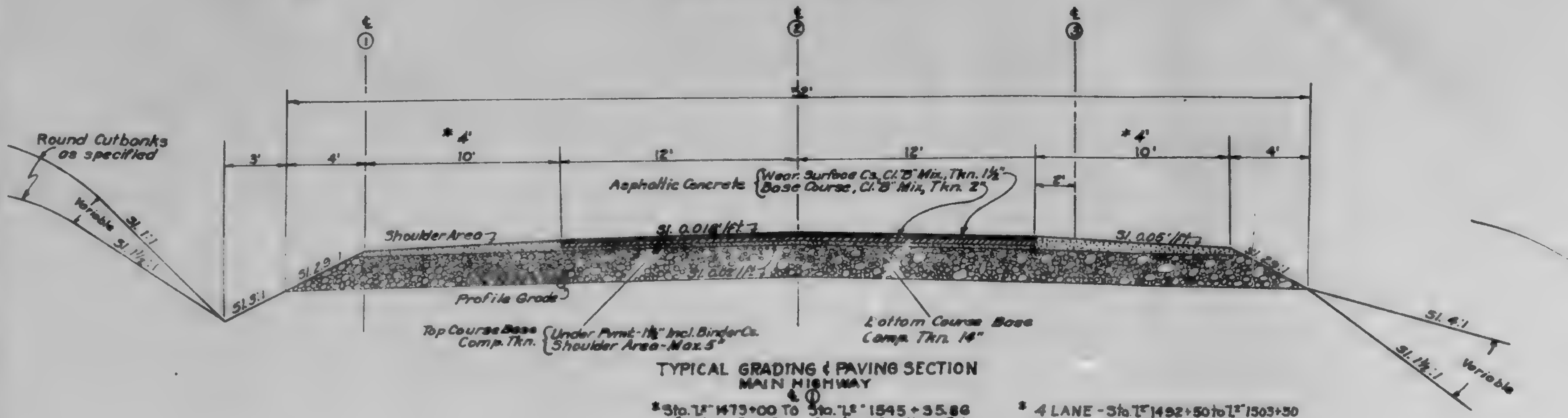
RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER DATE

APPROVED:

DIVISION ENGINEER DATE

[illegible]ICAL SECTIONS
G[illegible]S & PAVING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52'
* 4'
* 4'
3'
4'
10'
12'
12'
2'
10'
4'
Round Cutbanks as specified
Variable
Sl. 1:1
Sl. 1½:1
Sl. 3:1
Sl. 2:1
Shoulder Area
Sl. 0.016'/Ft.
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 2:1
Asphaltic Concrete {Wear. Surface Cs. Cl."B" Mix, Tkn. 1½" / Base Course, Cl."B" Mix, Tkn. 2"
Profile Grade
Top Course Base Comp. Tkn. {Under Pvmt.-1½" Incl. Binder Cs. / Shoulder Area-Max. 5"
Bottom Course Base Comp. Tkn. 14"
Sl. 4:1
Sl. 1½:1
Variable

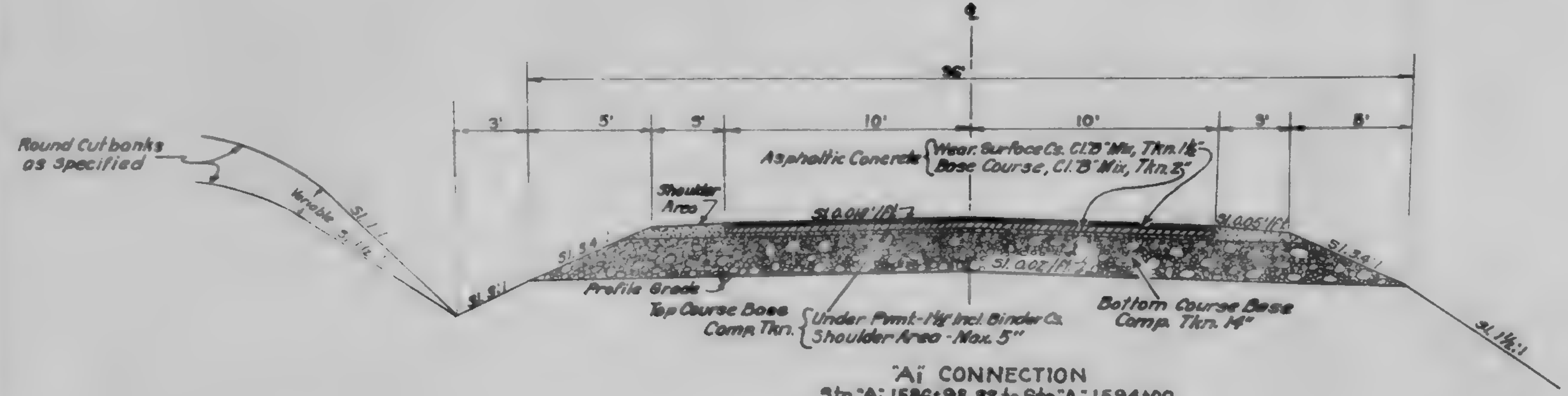
TYPICAL GRADING & PAVING SECTION
MAIN HIGHWAY

℄ ①
*Sta."L" 1473+00 To Sta."L" 1545+35.86
(Note:- See Supp. Grading Section ①)

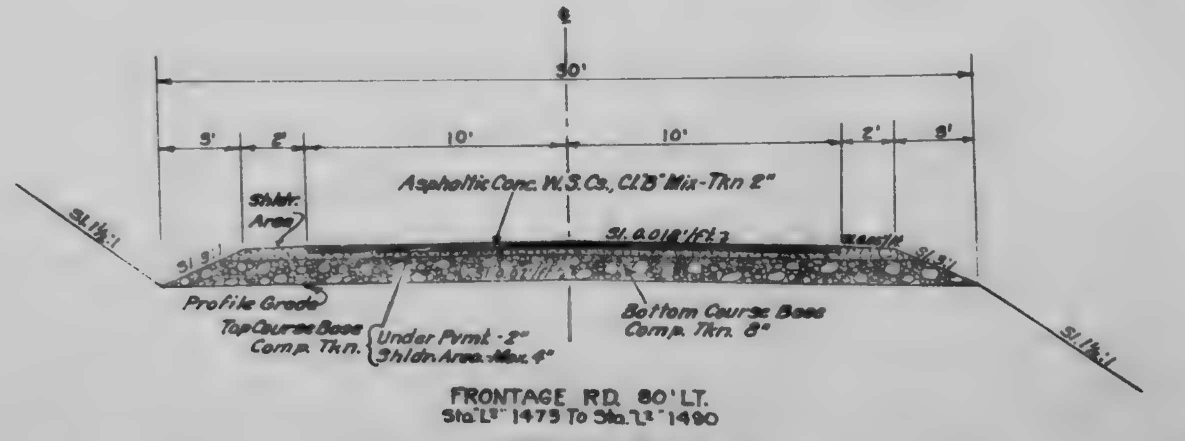
℄ ②
Sta. 1545+35.86 To Sta. 1559+90.85 (Pvmt. ℄)
(Note: See Supp. Grading Section ②)

℄ ③
Sta."L" 1559+90.85 To Sta."EL" 1588+00
(Note:- See Supp. Grading Section ③)

* 4 LANE - Sta."L" 1492+50 to "L" 1503+50
See Sheet 5-A for Taper Details.
Cut inside Shoulders to 4' on
4 Lane Section.

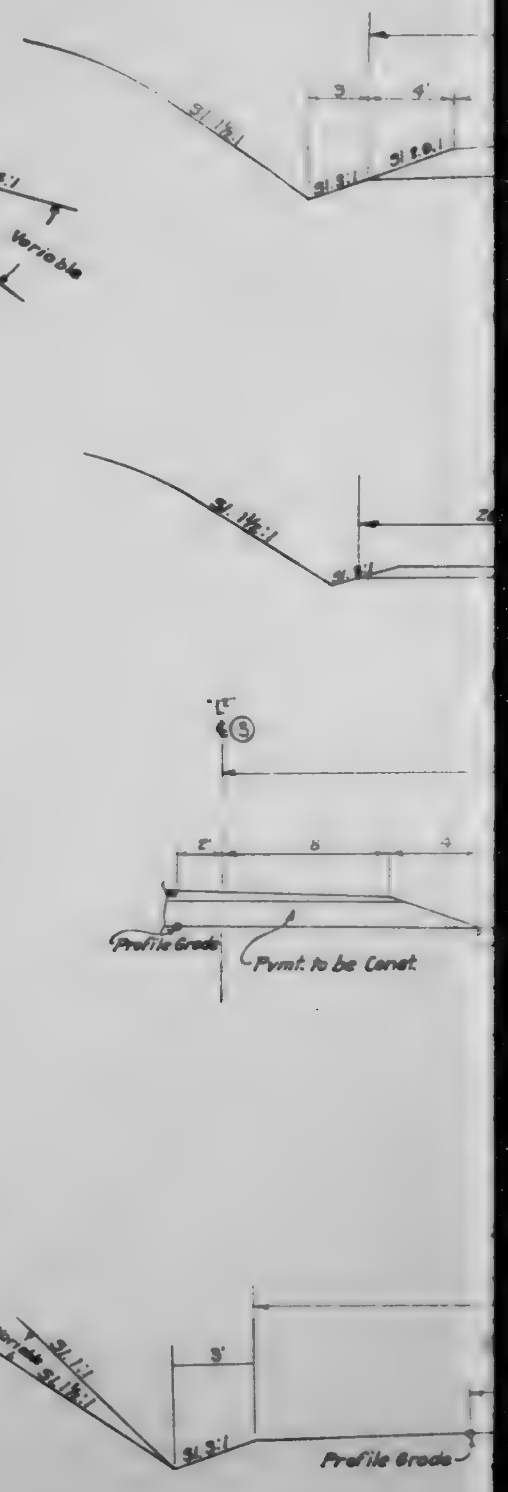

℄
36'
3'
5'
3'
10'
10'
3'
8'
Round Cutbanks as Specified
Variable
Sl. 1:1
Sl. 1½:1
Sl. 3:1
Sl. 3:1
Shoulder Area
Sl. 0.016'/Ft.
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 2:1
Asphaltic Concrete {Wear. Surface Cs. Cl."B" Mix, Tkn. 1½" / Base Course, Cl."B" Mix, Tkn. 2"
Profile Grade
Top Course Base Comp. Tkn. {Under Pvmt.-1½" Incl. Binder Cs. / Shoulder Area-Max. 5"
Bottom Course Base Comp. Tkn. 14"
Sl. 1½:1

"Ai" CONNECTION
Sta."Ai" 1586+98.32 to Sta."Ai" 1594+00


℄
30'
3'
2'
10'
10'
2'
3'
Sl. 1½:1
Shldr. Area
Sl. 3:1
Asphaltic Conc. W.S. Cs. Cl."B" Mix-Tkn 2"
Sl. 0.016'/Ft.
Sl. 3:1
Profile Grade
Top Course Base Comp. Tkn. {Under Pvmt.-2" / Shldr. Area-Max. 4"
Bottom Course Base Comp. Tkn. 8"
Sl. 1½:1

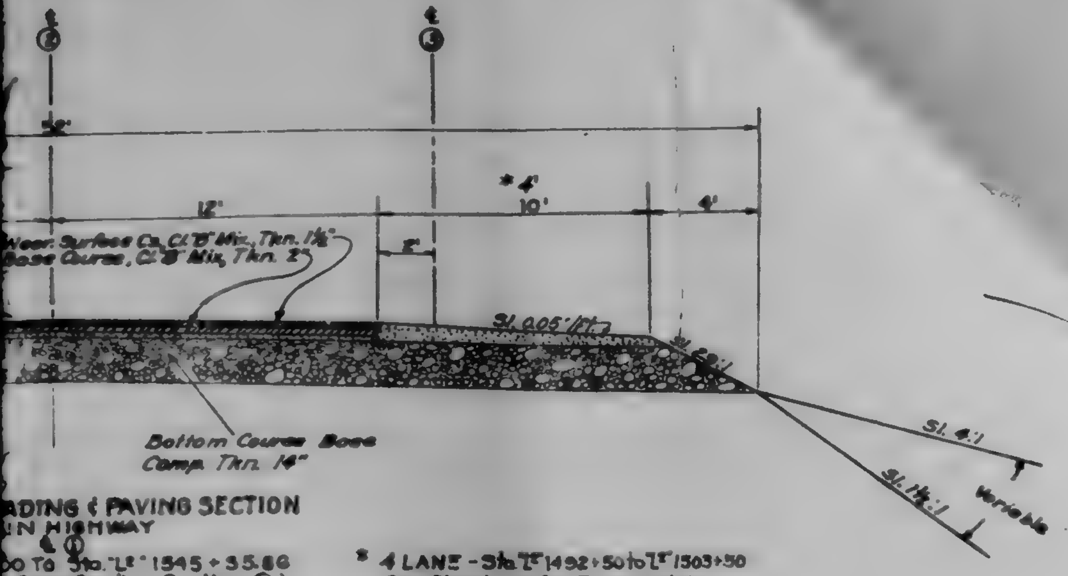
FRONTAGE RD. 80' LT.
Sta."L" 1473 To Sta."L" 1490

APPROACH RAMPS
Grade Separation Struct.
Sta. 0+00 to Sta. 19+00



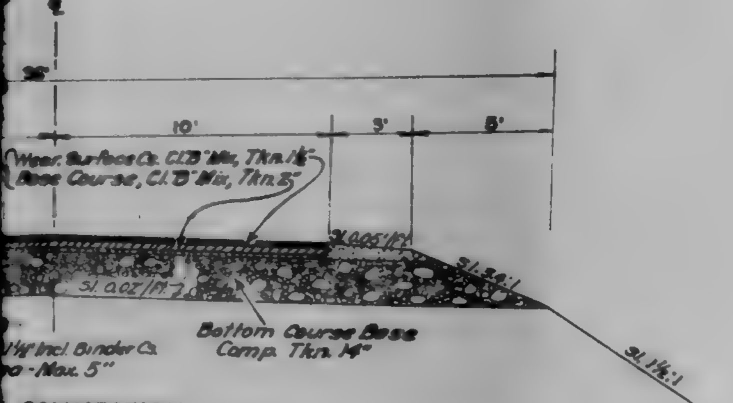
CHENOWETH PARK-OAKLAND JCT. UNIT, CHENOWETH PARK-DEADY SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F.I. 189(10)		See Index

L SECTIONS
& PAVING

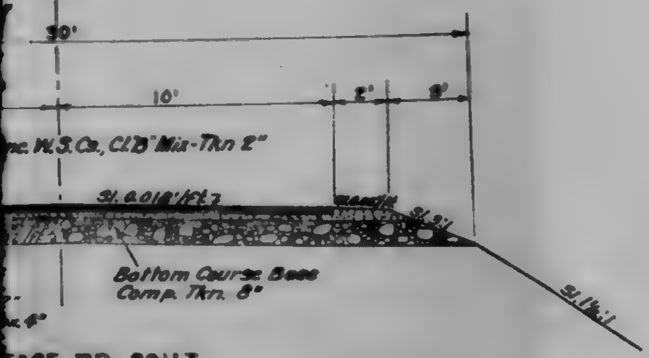


ADING & PAVING SECTION
IN HIGHWAY
℄ ①
00 To Sta. "L²" 1545 + 35.86
Supp. Grading Section ①)
℄ ②
5.86 To Sta. 1559+90.85 (Pvmt. ℄)
pp. Grading Section ②)
℄ ③
90.85 To Sta. "EL²" 1568+00
upp. Grading Section ③)

* 4 LANE - Sta. "L²" 1492+50 to "L²" 1503+50
See Sheet 3-A for Taper Details.
Cut inside Shoulders to 4' on
4 Lane Section.



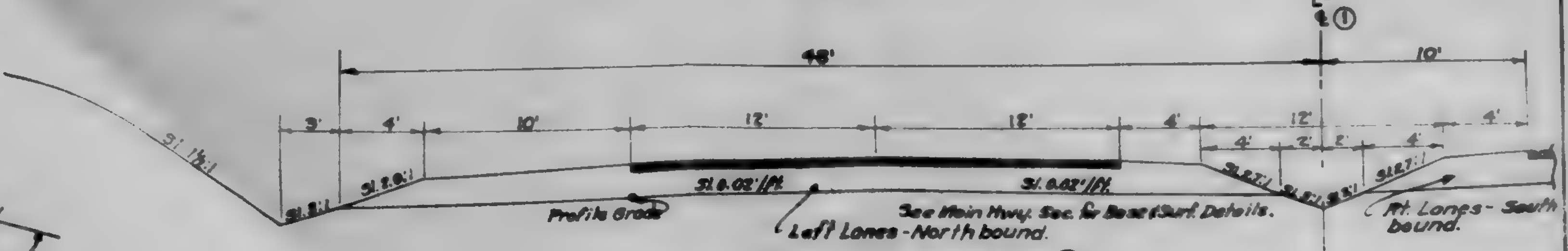
CONNECTION
+98.32 to Sta "A." 1594+00



TAGE RD. 80' LT.
1473 To Sta. "L²" 1490

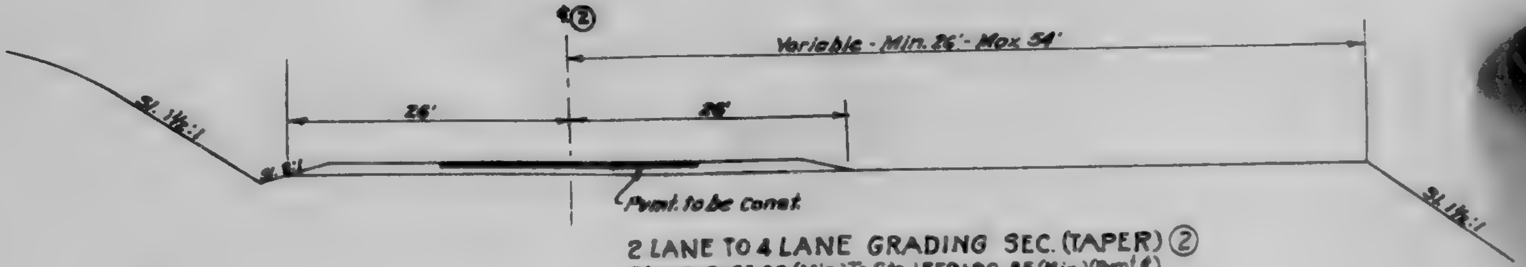
PROACH RAMPS
e Separation Struct.
0+00 to Sta 19+00

SUPP. GRADING SECS. (4 LANE)
MAIN HIGHWAY

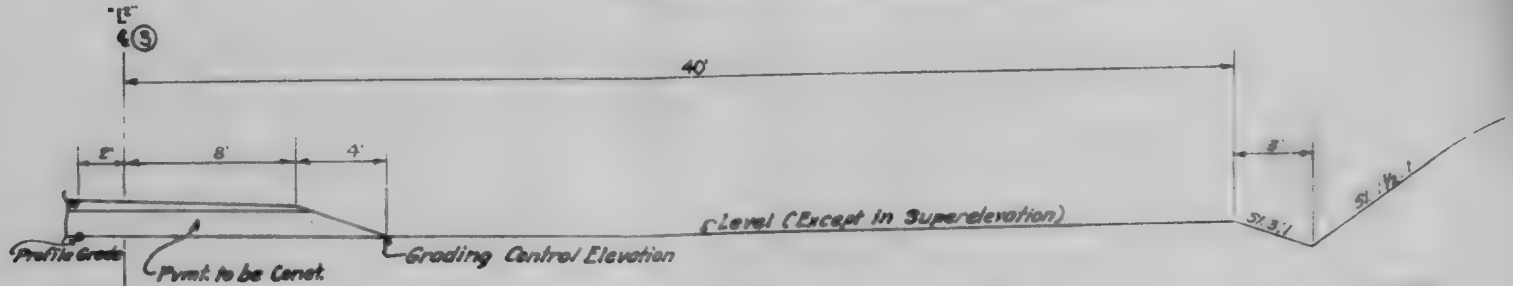


4 LANE GRADING SEC. ①
Sta. "L²" 1492+50 to Sta. "L²" 1503+50

Taper - Sta. "L²" 1484+50 to Sta. "L²" 1492+50 &
Sta. "L²" 1503+50 to Sta. "L²" 1511+50
(See Sheet 3-A for Taper Details)

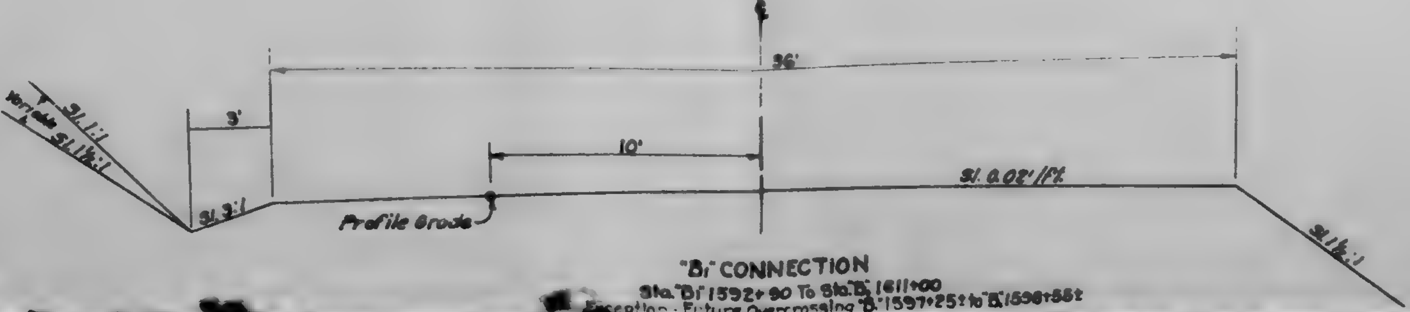


2 LANE TO 4 LANE GRADING SEC. (TAPER) ②
Sta. 1545+35.86 (Min.) To Sta. 1559+90.85 (Min.) (Pvmt. ℄)

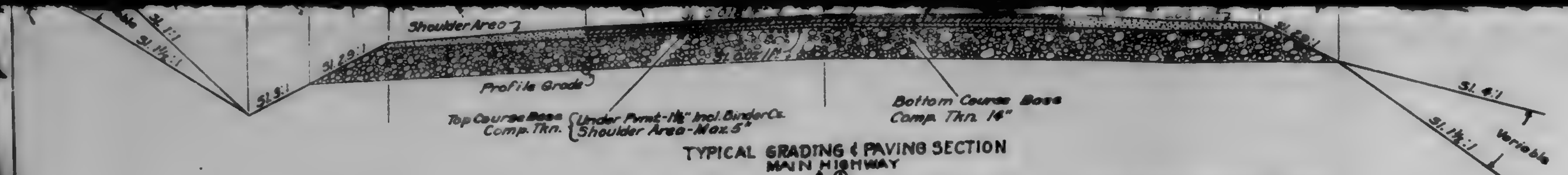


4 LANE GRADING SECTION ③
Sta. "L²" 1559+90.85 To Sta. "L²" 1563+12

TYPICAL SECTIONS
GRADING ONLY



"B₁" CONNECTION
Sta. "B₁" 1592+90 To Sta. "B₁" 1611+00
Exception - Future Overcrossing "B₁" 1597+25± to "B₁" 1598+55±


Shoulder Area
Sl. 1:1
Sl. 1½:1
Sl. 2.9:1
Sl. 3:1
Sl. .02'/Ft.
Sl. 2.0:1
Profile Grade
Top Course Base Comp. Thkn. {Under Pvmt.-1½" Incl. Binder Cs. / Shoulder Area-Max. 5"
Bottom Course Base Comp. Thkn. 14"
Sl. 4:1
Sl. 1½:1
Variable

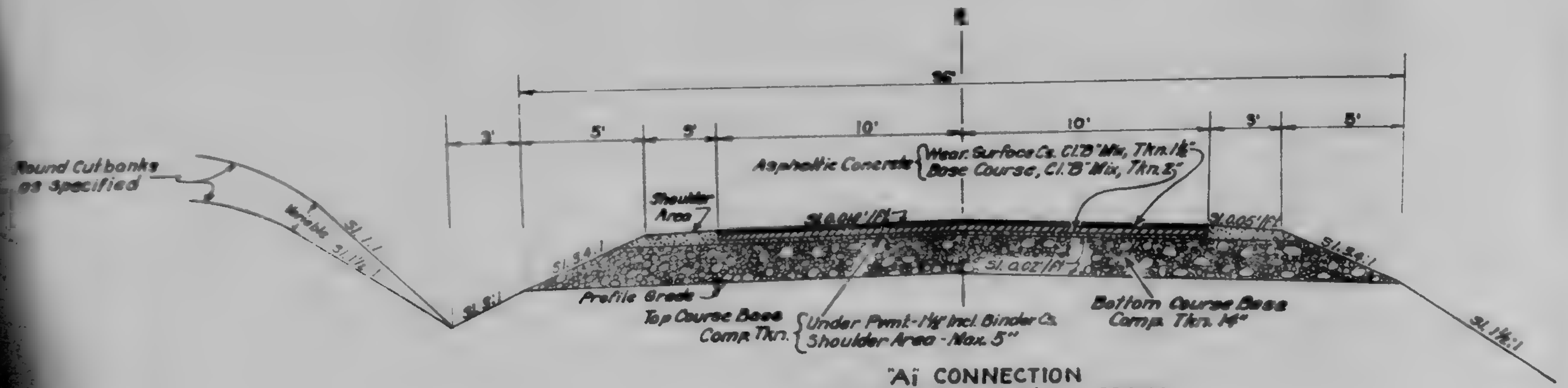
TYPICAL GRADING & PAVING SECTION
MAIN HIGHWAY

℄ ①
*Sta. "L^{2}" 1473+00 To Sta. "L^{2}" 1545+35.86
(Note:- See Supp. Grading Section ①)

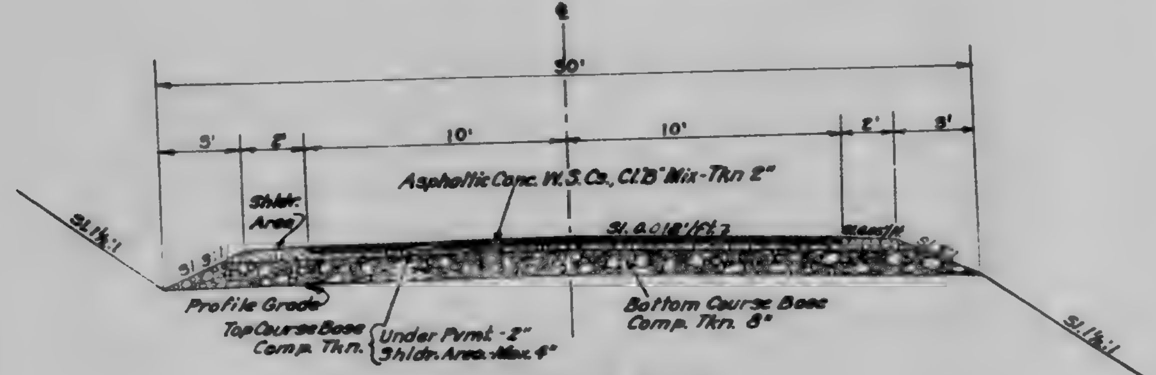
℄ ②
Sta. 1545+35.86 To Sta. 1559+90.85 (Pvmt. ℄)
(Note:-See Supp. Grading Section ②)

℄ ③
Sta. "L^{2}" 1559+90.85 To Sta. "EL^{2}" 1588+00
(Note:- See Supp. Grading Section ③)

* 4 LANE - Sta. "L^{2}" 1492+50 to "L^{2}" 1503+50
See Sheet 3-A for Taper Details.
Cut inside Shoulders to 4' on
4 Lane Section.

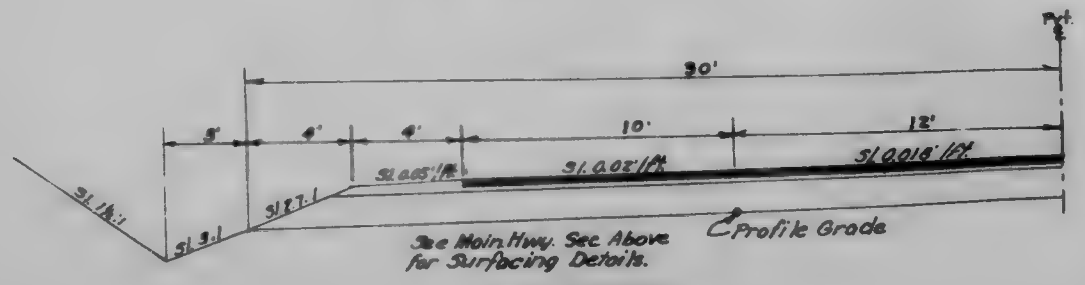

℄
36'
3'
5'
3'
10'
10'
3'
5'
Round Cut banks as specified
Variable
Sl. 1:1
Sl. 1½:1
Asphaltic Concrete {Wear. Surface Cs. Cl. "B" Mix, Thkn. 1½" / Base Course, Cl. "B" Mix, Thkn. 2"
Shoulder Area
Sl. 0.018'/Ft.
Sl. 0.05'/Ft.
Sl. 3.4:1
Sl. 3:1
Sl. .02'/Ft.
Sl. 3.4:1
Profile Grade
Top Course Base Comp. Thkn. {Under Pvmt.-1½" Incl. Binder Cs. / Shoulder Area - Max. 5"
Bottom Course Base Comp. Thkn. 14"
Sl. 1½:1

"Ai" CONNECTION
Sta. "Ai" 1586+98.32 to Sta. "Ai" 1594+00

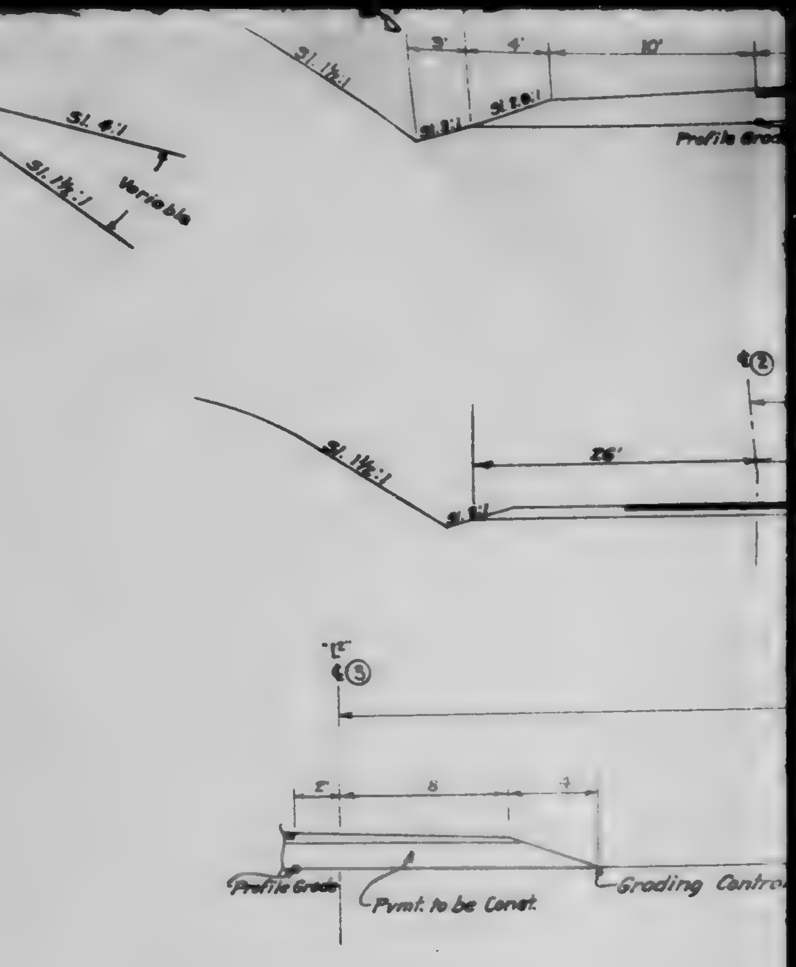

℄
30'
3'
2'
10'
10'
2'
3'
Asphaltic Conc. W. S. Cs., Cl. "B" Mix-Tkn 2"
Shldr. Area
Sl. 0.018'/Ft.
Sl. 1½:1
Sl. 3:1
Profile Grade
Top Course Base Comp. Thkn. {Under Pvmt. -2" / Shldr. Area-Max. 4"
Bottom Course Base Comp. Thkn. 8"
Sl. 1½:1

FRONTAGE RD. 80' LT.
Sta. "L^{2}" 1475 To Sta. "L^{2}" 1490

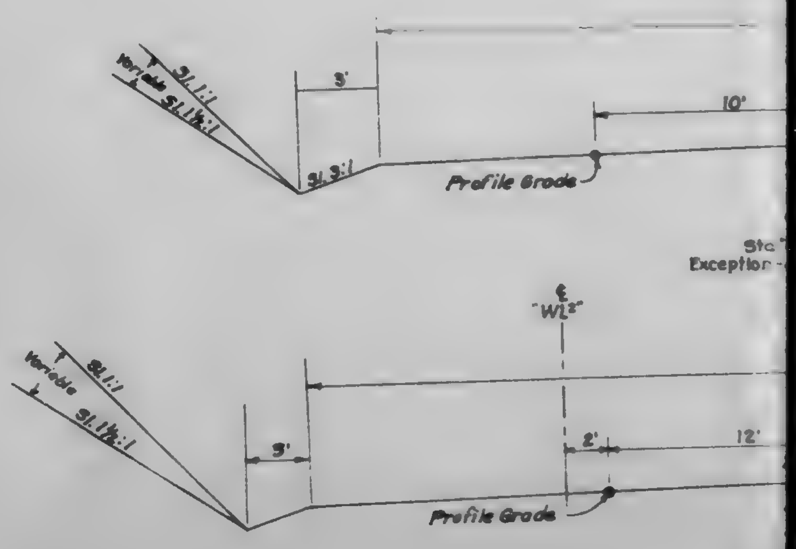
APPROACH RAMPS
Grade Separation Struct.
Sta. 0+00 to Sta. 19+00



PART SECTION
WITH DECELERATION LANE
Lt. Sta. "L^{2}" 1494+00 to Sta. "L^{2}" 1498+00
Rt. Sta. "L^{2}" 1499+50 to Sta. "L^{2}" 1503+50

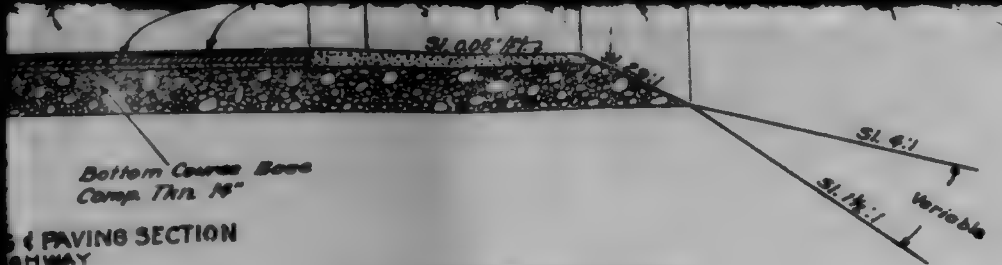


TY
GR



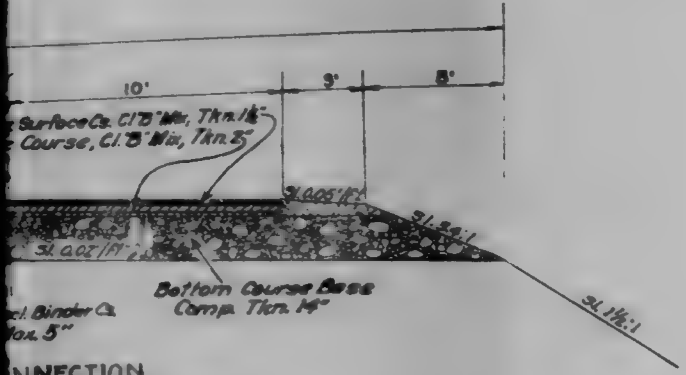
Sta.
Exception -

"T" Sta
"EL^{2}" Sta
"WL^{2}" Sta

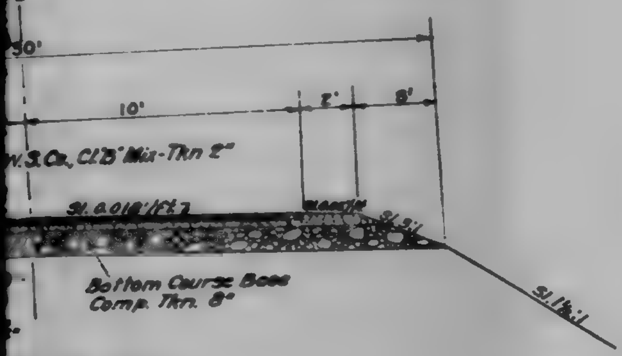


S & PAVING SECTION
GHWAY
①
Sto. "L²" 1545 + 35.86
(Grading Section ①)
②
o Sta. 1559+90.85 (Pvmt. ℄)
ading Section ②)
③
s To Sta. "EL²" 1588+00
Grading Section ③)

* 4 LANE - Sta. "L²" 1492+50 to "L²" 1503+50
See Sheet 3-A for Taper Details.
Cut inside Shoulders to 4' on
4 Lane Section.

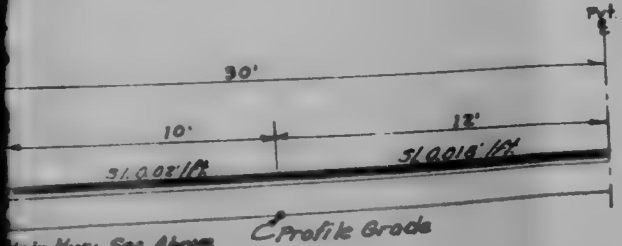


NNECTION
.52 to Sta. "Ai" 1594+00



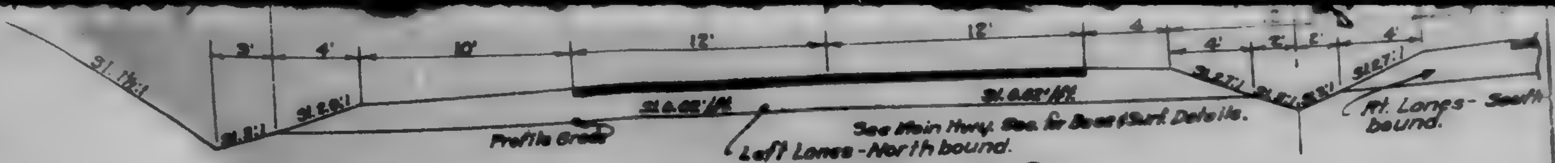
GE RD. 80' LT.
73 To Sta. "L²" 1490

ROACH RAMPS
Separation Struct.
-00 to Sta. 19+00



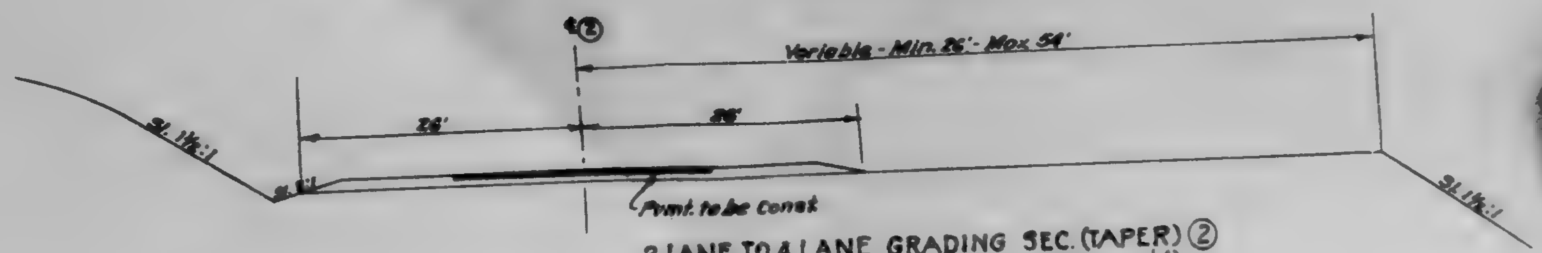
Main Hwy. See Above
urfacing Details.

PART SECTION
TH DECELERATION LANE
Sta. "L²" 1494+00 to Sta. "L²" 1498+00
Sta. "L²" 1499+50 to Sta. "L²" 1503+50

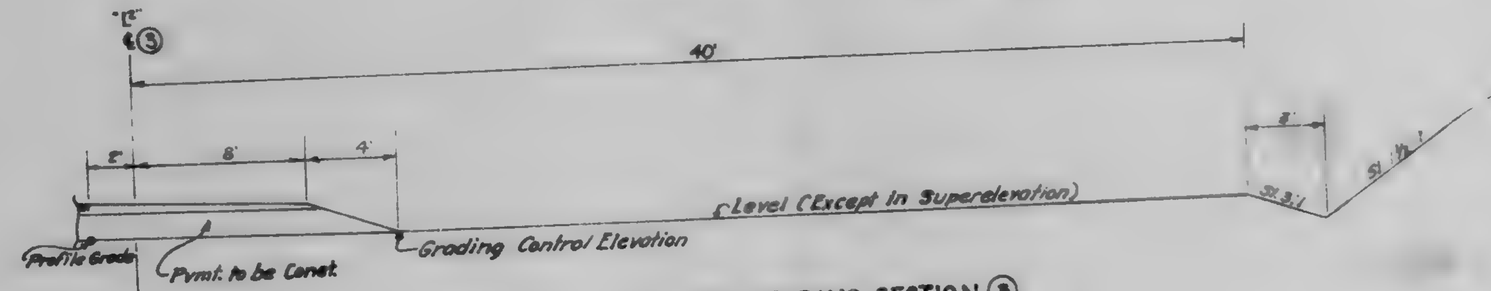


4 LANE GRADING SEC. ①
Sta. "L²" 1492+50 to Sta. "L²" 1503+50

Taper - Sta. "L²" 1484+50 to Sta. "L²" 1492+50 ℄
Sta. "L²" 1503+50 to Sta. "L²" 1511+50
(See Sheet 3-A for Taper Details)

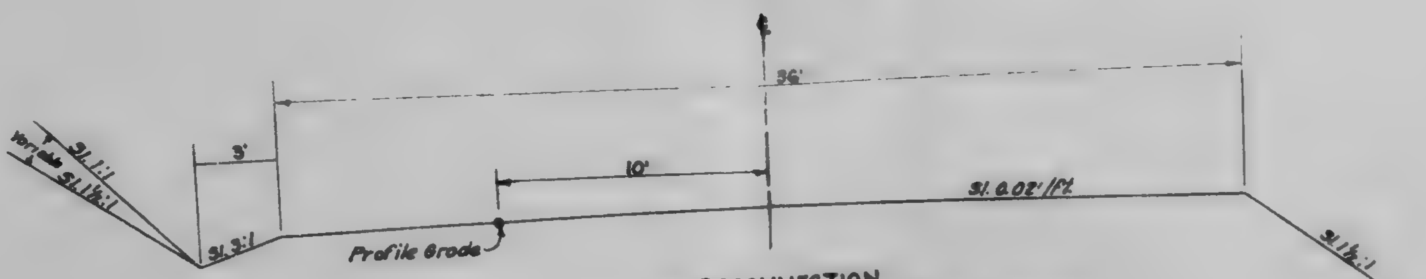


2 LANE TO 4 LANE GRADING SEC. (TAPER) ②
Sta. 1545+35.86 (Min) To Sta. 1559+90.85 (Min.) (Pvmt. ℄)

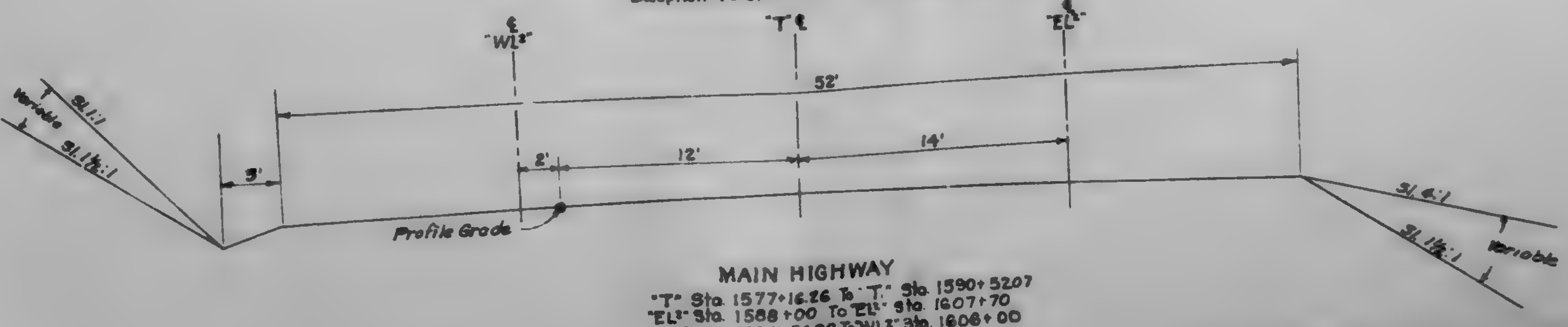


4 LANE GRADING SECTION ③
Sta. "L²" 1559+90.85 To Sta. "L²" 1563+12

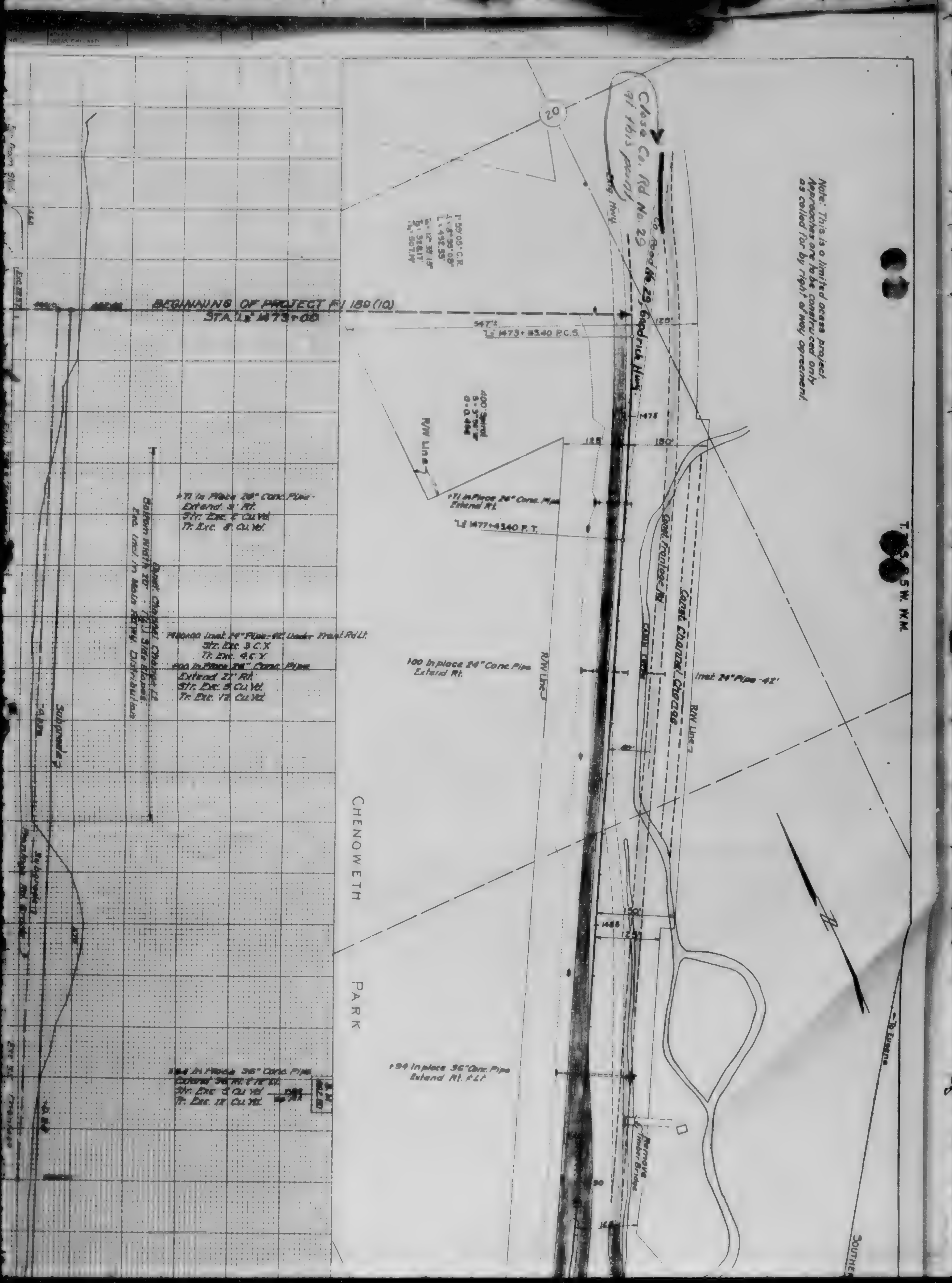
TYPICAL SECTIONS
GRADING ONLY

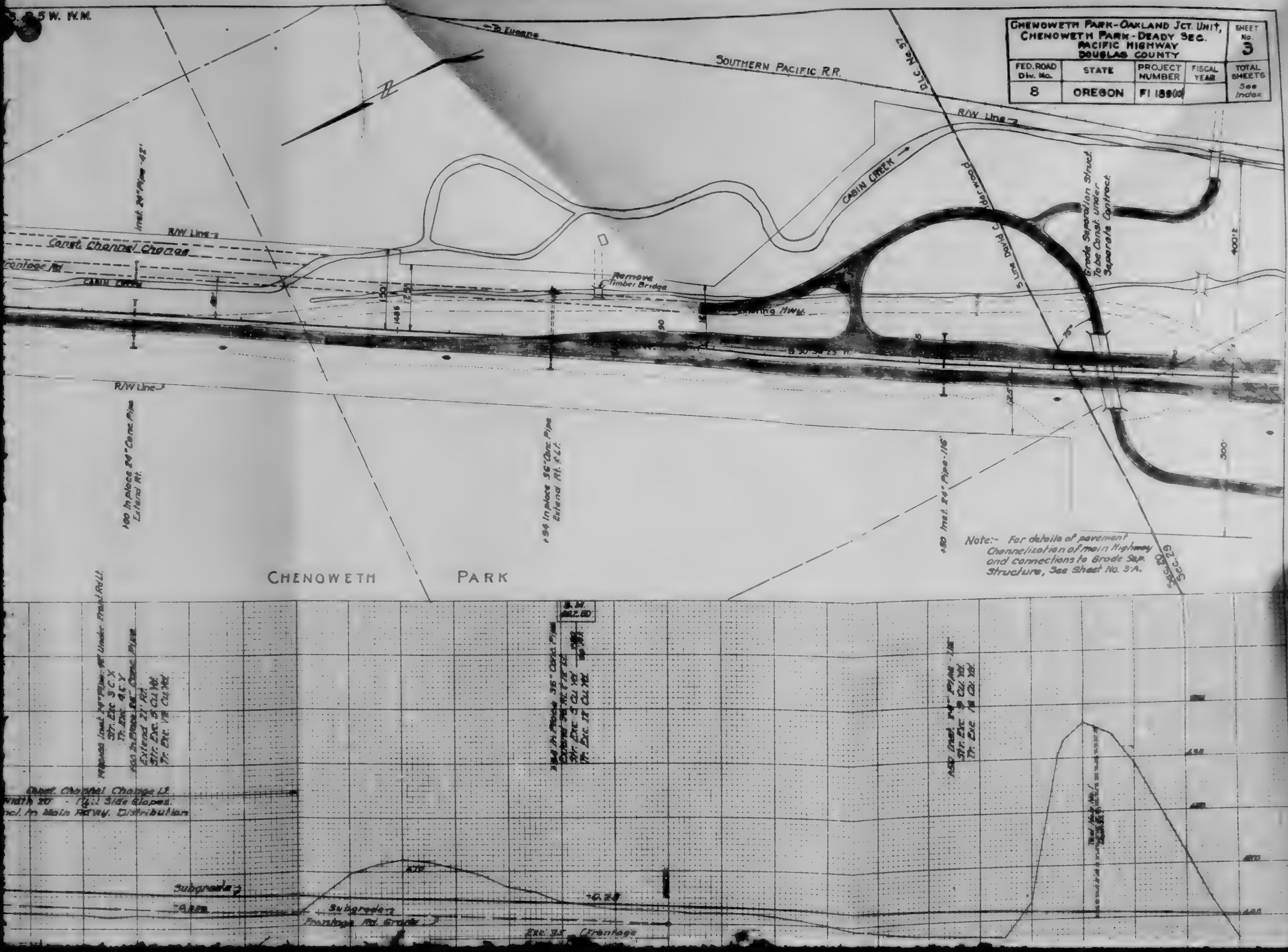


"Bi" CONNECTION
Sta. "Bi" 1592+90 To Sta. "Bi" 1611+00
Exception - Future Overcrossing "Bi" 1597+25± to "Bi" 1598+55±



MAIN HIGHWAY
"T" Sta. 1577+16.26 To "T" Sta. 1590+52.07
"EL²" Sta. 1588+00 To "EL²" Sta. 1607+70
"WL²" Sta. 1590+54.36 To "WL²" Sta. 1606+00

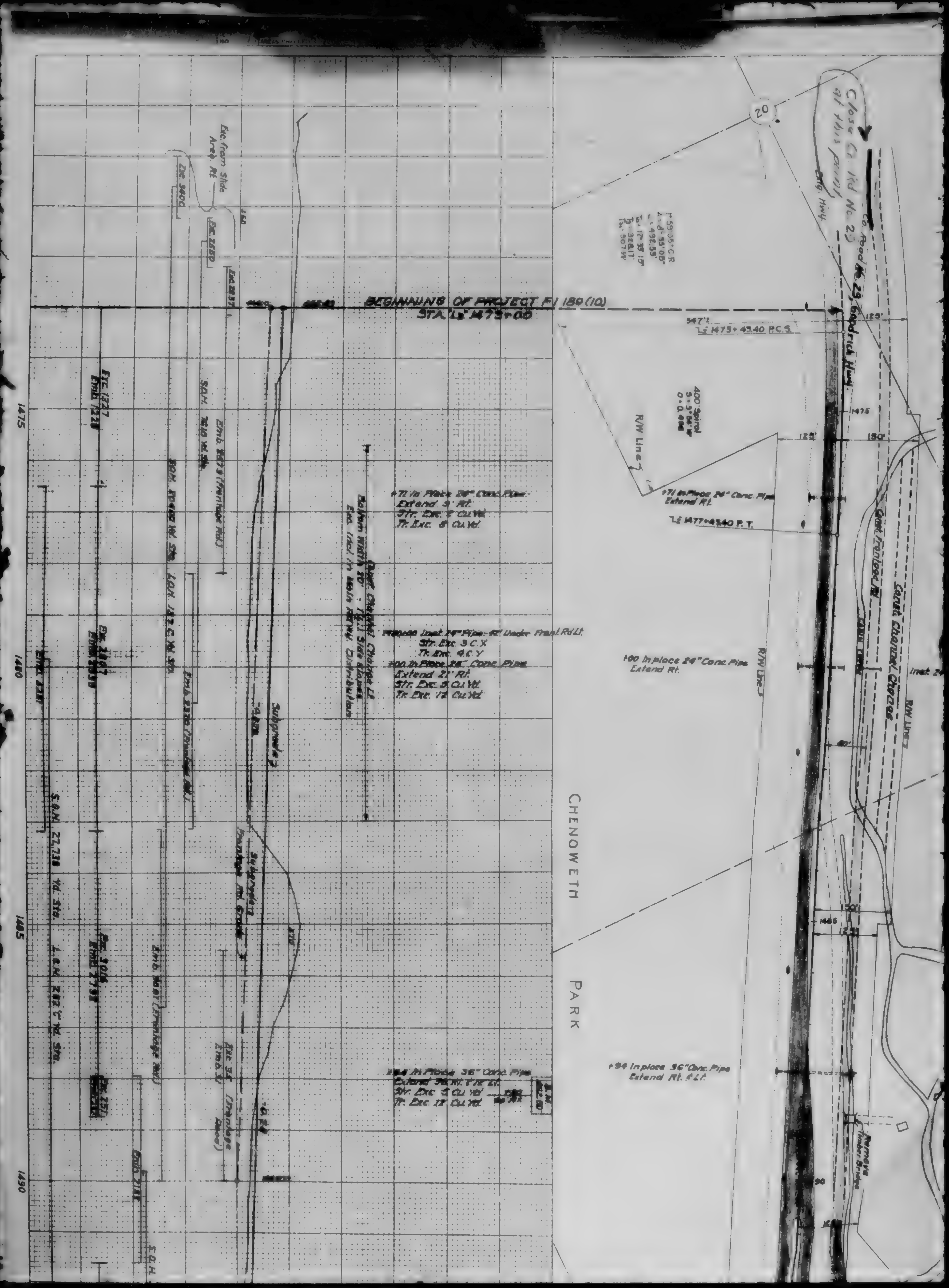

BEGINNING OF PROJECT F.I. 180 (10)
STA. L3 1473+00
Close Co. Rd. No. 29 at this point
Orig. Hwy.
Co. Road No. 29, Goodrich Hwy.
Note: This is a limited access project. Approaches are to be constructed only as called for by right of way agreement.
T. 17 S. R. 5 W. W.M.
20
I° 59'05" C.R.
Δ 8°39'08"
L 432.55
547'±
L3 1473+83.40 P.C.S.
125'
1475
400' Spiral
125'
150'
R/W Line
+71 In Place 24" Conc. Pipe Extend Rt.
L3 1477+43.40 P.T.
Const. Frontage Rd.
Const. Channel Change
+71 In Place 24" Conc. Pipe - Extend 3' Rt.
Str. Exc. 2 Cu. Yd.
Tr. Exc. 8 Cu. Yd.
Const. Channel Change Lt.
Bottom Width 20' : 1½:1 Side Slopes
Exc. Incl. in Main Rdwy. Distribution
1480+00 Inst. 24" Pipe - 42' Under Front. Rd. Lt.
Str. Exc. 3 C.Y.
Tr. Exc. 4 C.Y.
+00 In Place 24" Conc. Pipe
Extend 27' Rt.
Str. Exc. 5 Cu. Yd.
Tr. Exc. 12 Cu. Yd.
+00 In place 24" Conc. Pipe Extend Rt.
Inst. 24" Pipe - 42'
R/W Line
80'
Subgrade
CHENOWETH PARK
150'
1485
125'
+94 In place 36" Conc. Pipe Extend Rt. & Lt.
+94 In Place 36" Conc. Pipe
Extend 36' Rt. & 18' Lt.
Str. Exc. 3 Cu. Yd.
Tr. Exc. 18 Cu. Yd.
Remove Timber Bridge
90
To Eugene
SOUTHER



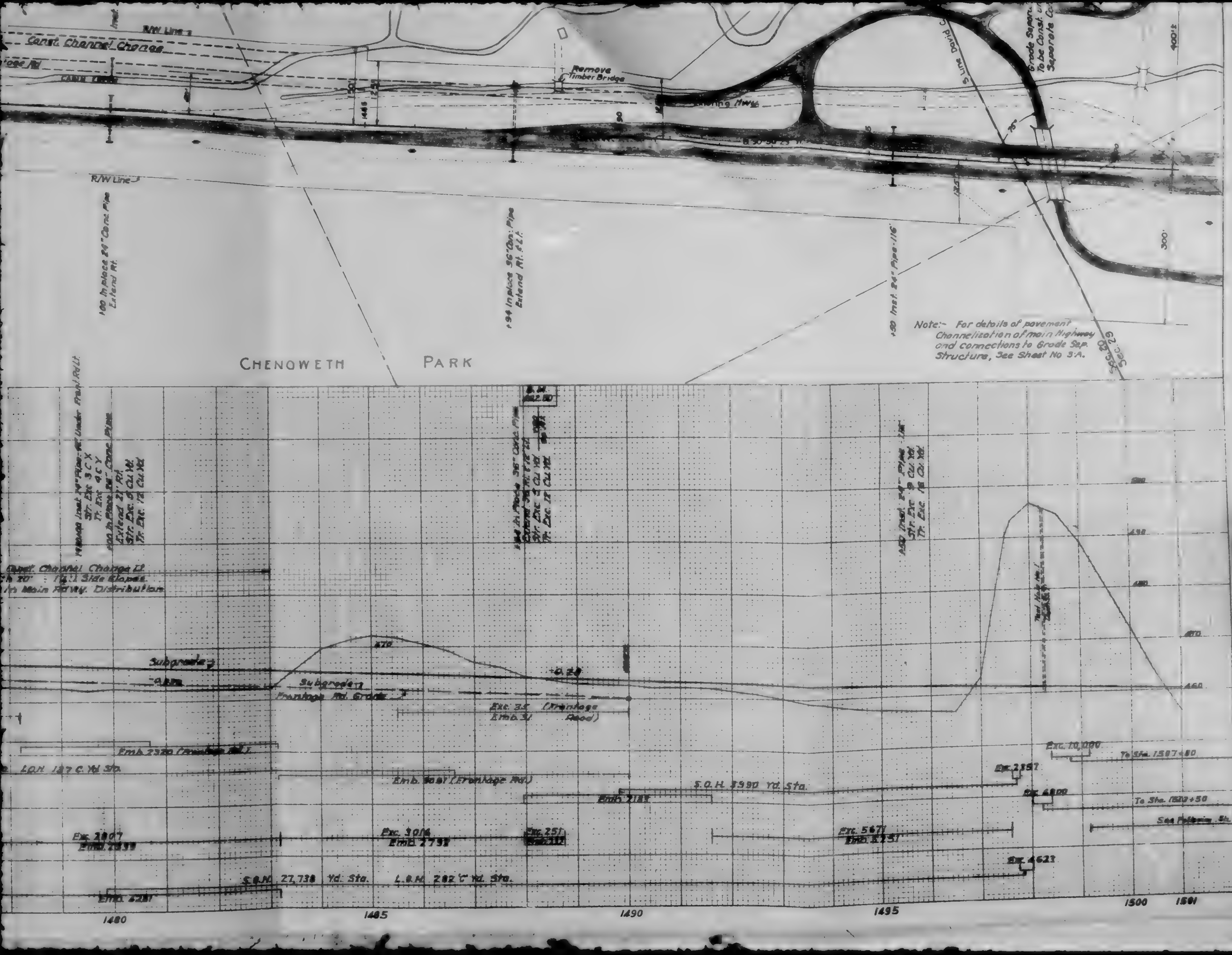
Note:- For details of pavement Chennelization of main Highway and connections to Grade Sep. Structure, See Sheet No. 3-A.

CHENOWETH PARK-OAKLAND JCT. UNIT,
CHENOWETH PARK-DEADY SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

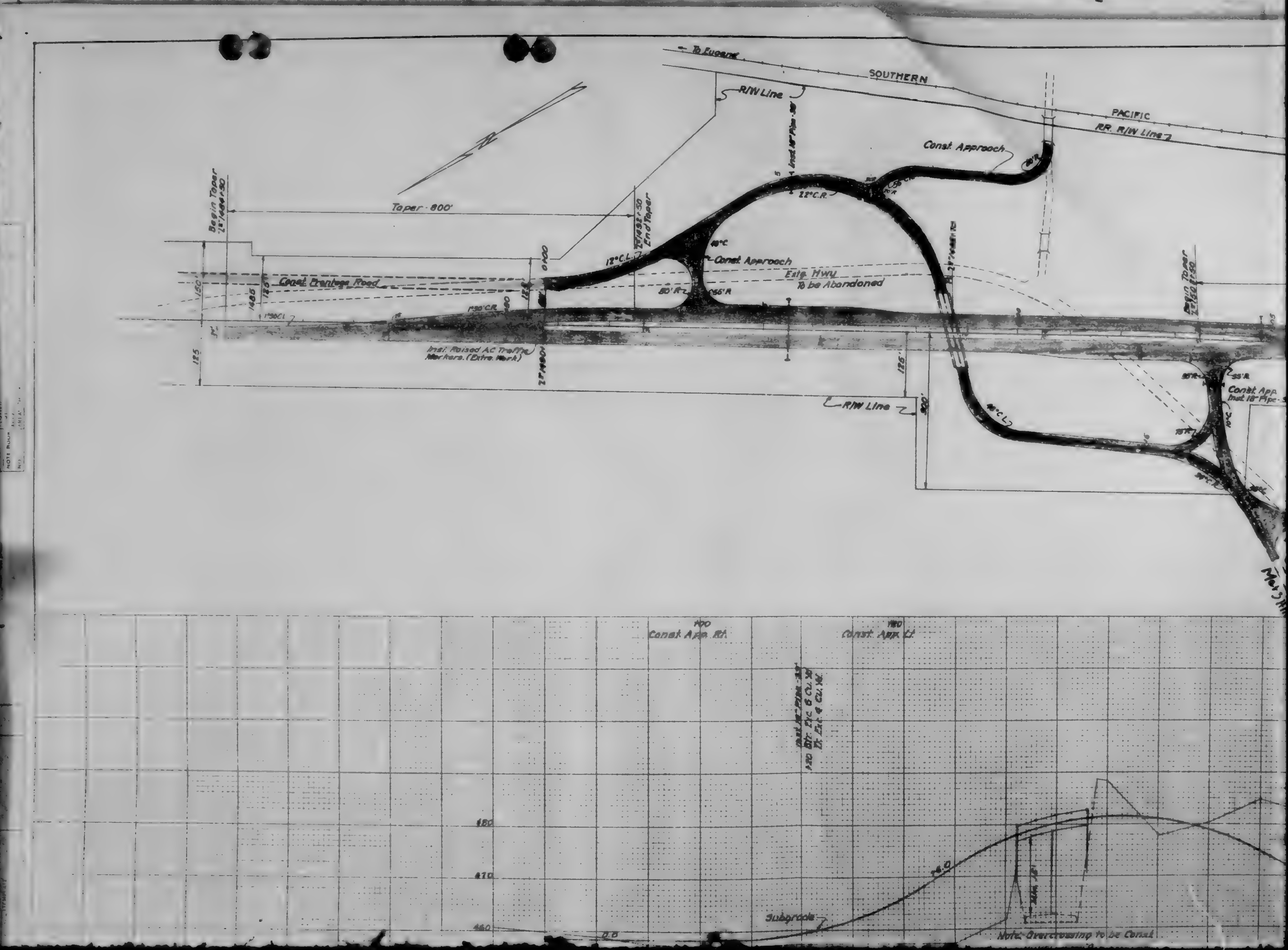
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 3
8	OREGON	FI 189(10)		TOTAL SHEETS See Index

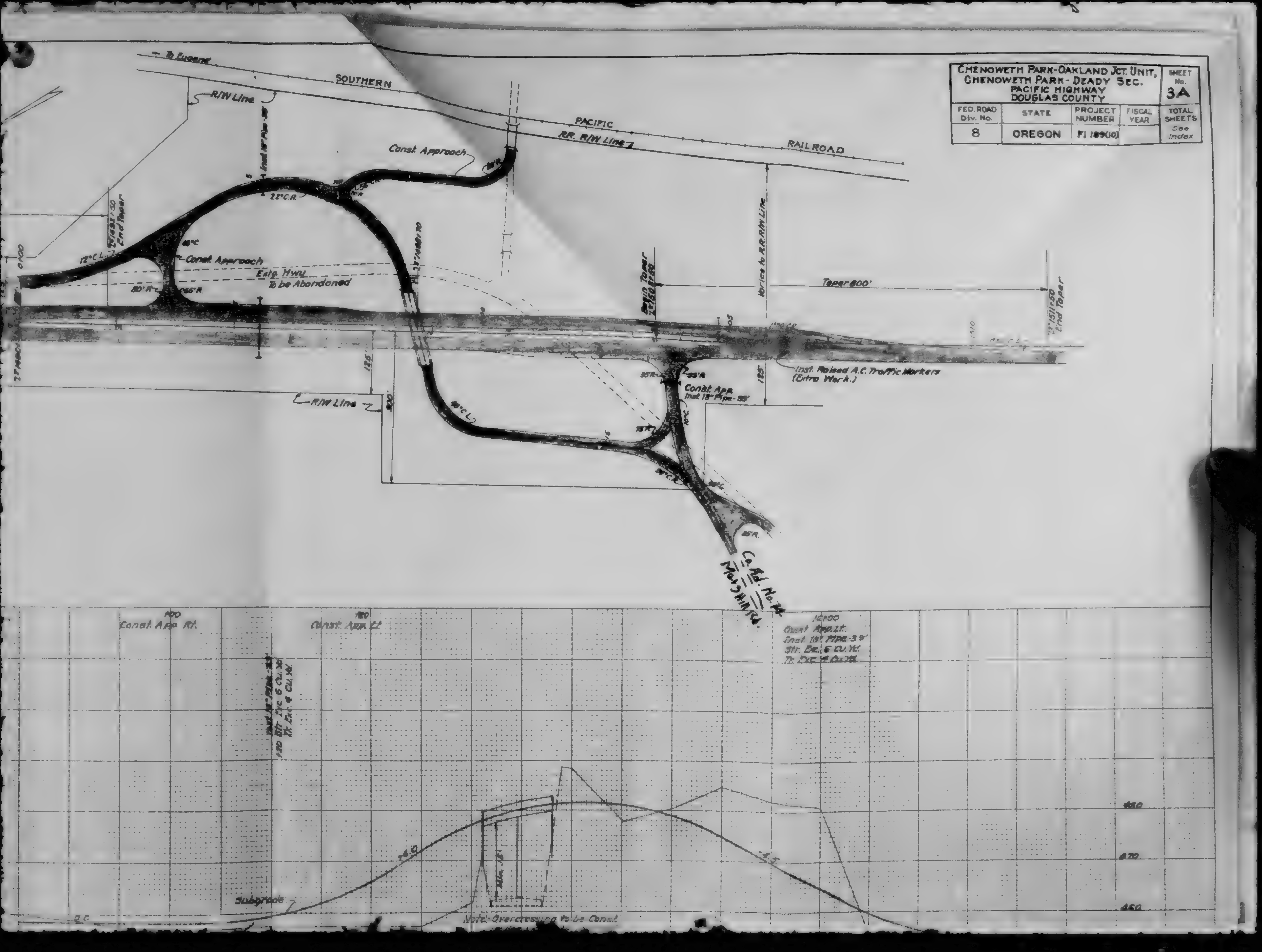


BEGINNING OF PROJECT F.I. 189(10)
STA. Ls 1475+00
Close Co. Rd No. 23 at this point
Co. Road No. 23
Goodrich Hwy
Eng. Hwy
20
Ls 1473+43.40 P.C.S.
Ls 1477+43.40 P.T.
400' Spiral
R/W Line
+71 In Place 24" Conc. Pipe Extend Rt.
+71 In Place 24" Conc. Pipe Extend 5' Rt. Str. Exc. 2 Cu.Yd. Tr. Exc. 6 Cu.Yd.
+00 Inst. 24" Pipe-42' Under Front. Rd Lt. Str. Exc. 3 C.Y. Tr. Exc. 4 C.Y.
+00 In Place 24" Conc. Pipe Extend 27' Rt. Str. Exc. 5 Cu.Yd. Tr. Exc. 12 Cu.Yd.
+00 In place 24" Conc. Pipe Extend Rt.
+94 In Place 36" Conc. Pipe Extend 36' Rt. & 78' Lt. Str. Exc. 5 Cu.Yd. Tr. Exc. 12 Cu.Yd.
+94 In place 36" Conc. Pipe Extend Rt. & Lt.
Constr. Frontage Rd
Constr. Channel Change
Remove Timber Bridge
CHENOWETH PARK
Exc. from Slide Area Rt.
Exc. 3400
Exc. 2050
Exc. 1277
Emb. 1228
Exc. 1967
Emb. 2519
Exc. 3016
Emb. 2798
Exc. 2511
Emb. 3285
S.O.H.
Subgrade
Frontage Rd Grade
Emb. 2280 (Frontage Rd)
Emb. (Frontage Rd)
Exc. 35 Emb. 5 (Frontage Road)
Chan. Change Lt. Bottom Width 20' 1½:1 Side Slopes Exc. Incl. in Main Hwy. Distribution
S.O.H. 27,738 Yd. Sta.
L.O.H. 187 C.Yd. Sta.
L.O.H. 202 C.Yd. Sta.
1475
1480
1485
1490
125'
150'

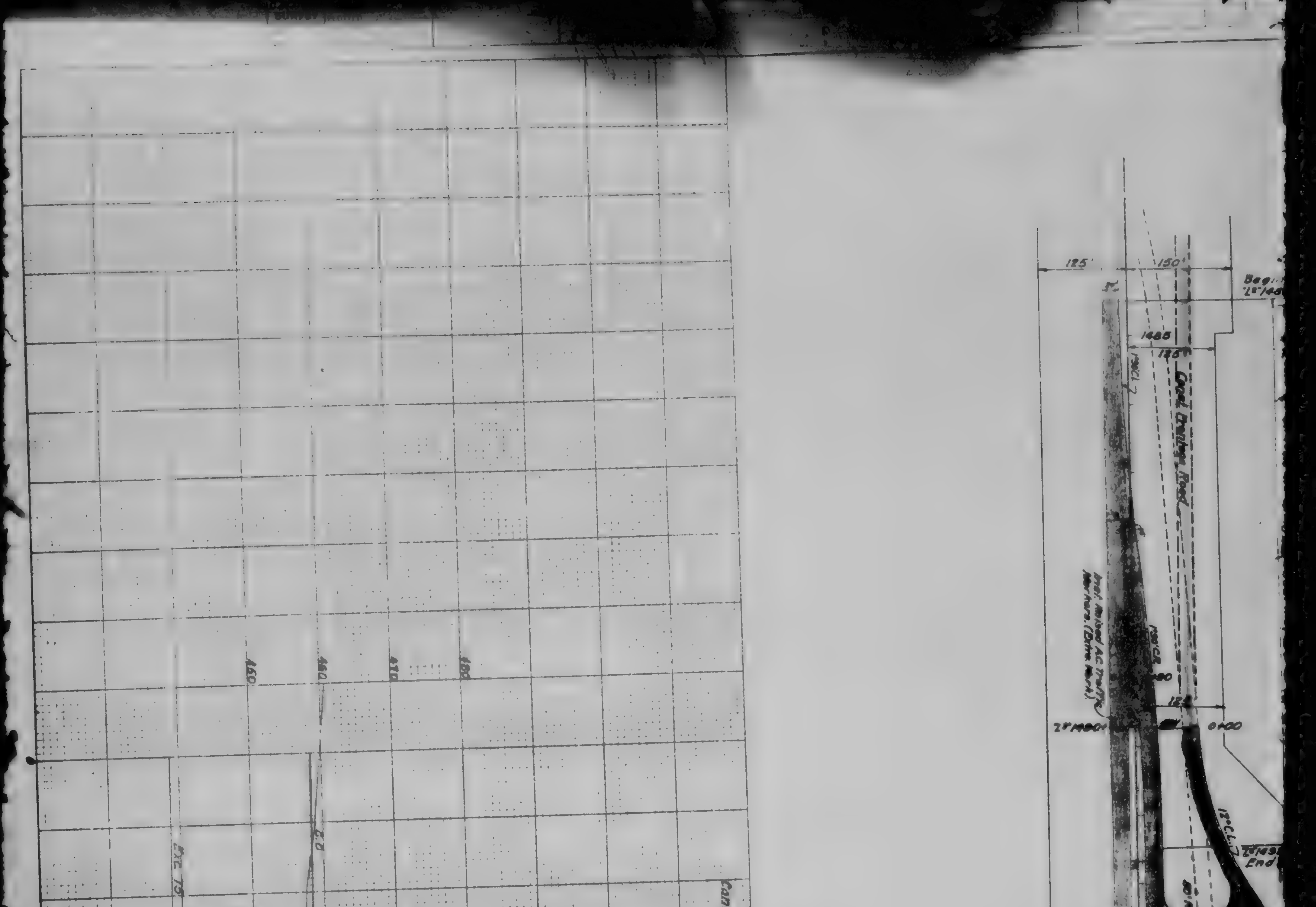


Note:- For details of pavement Channelization of main Highway and connections to Grade Sep. Structure, See Sheet No 3A.

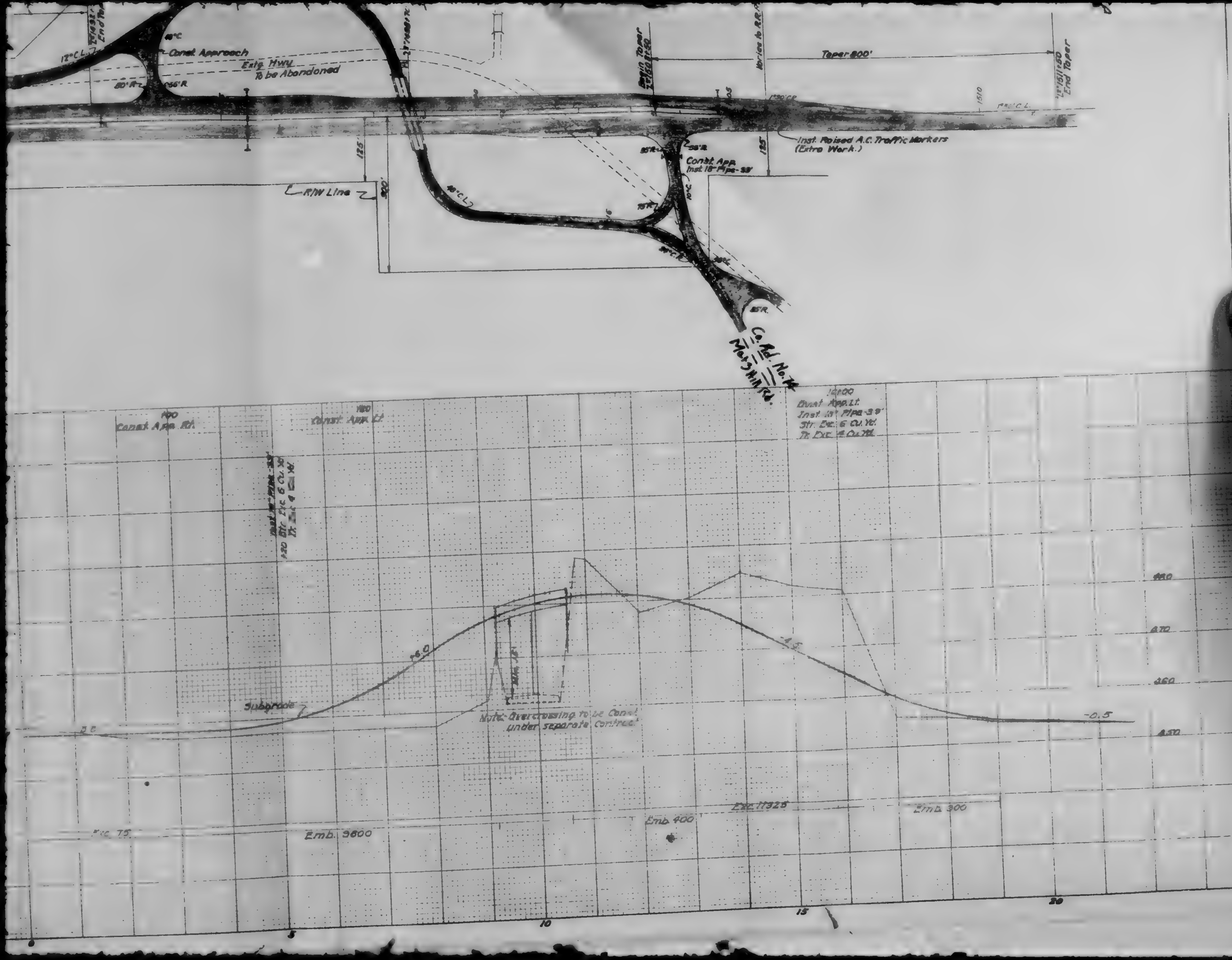

To Eugene
SOUTHERN
PACIFIC
RR. R/W Line
R/W Line
Inst. 18" Pipe-38'
Const. Approach
22°C.R.
Taper-800'
Begin Taper
"L2" 1484+50
L2 1492+50
End Taper
0+00
12°C.L.
Const. Approach
80'R.
56'R.
Const. Frontage Road
Extg. Hwy
To be Abandoned
150'
125
1485
125'
1490
1°30'C.L.
1°30'C.R.
Inst. Raised AC Traffic
Markers. (Extra Work)
"L2" 1490+00
125'
R/W Line
900'
10°C.L.
Begin Taper
"L2" 1502+50
Const. App.
Inst. 18" Pipe
35'R.
10°C
Const. App. Rt.
Const. App. Lt.
1490
1500
Inst. 18" Pipe-38'
120 Str. Exc. 6 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
480
470
460
Subgrade
4.0
0.8
Note: Overcrossing to be Const.

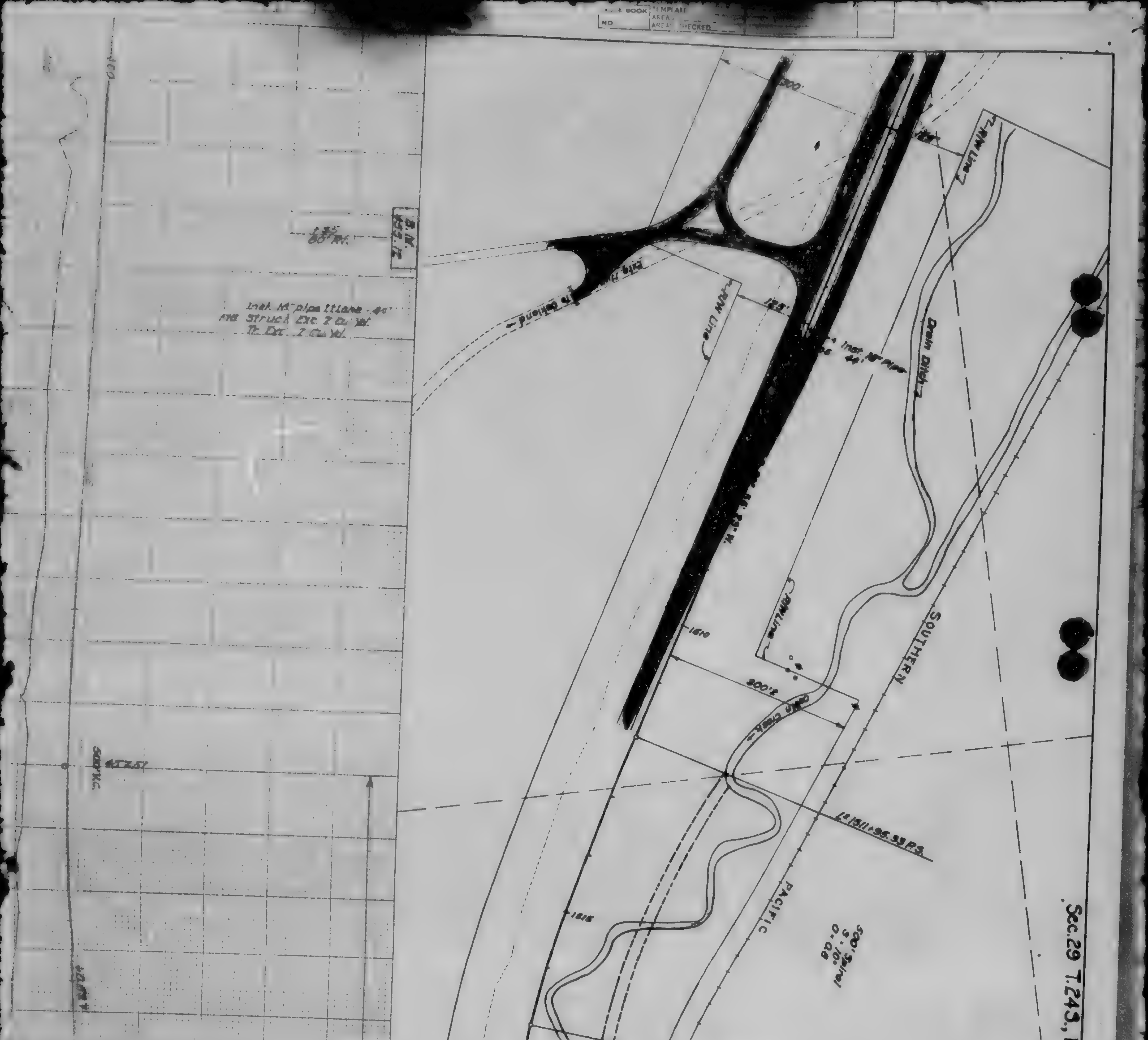


CHENOWETH PARK-OAKLAND JCT. UNIT, CHENOWETH PARK-DEADY SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 3A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI 189(10)		See Index

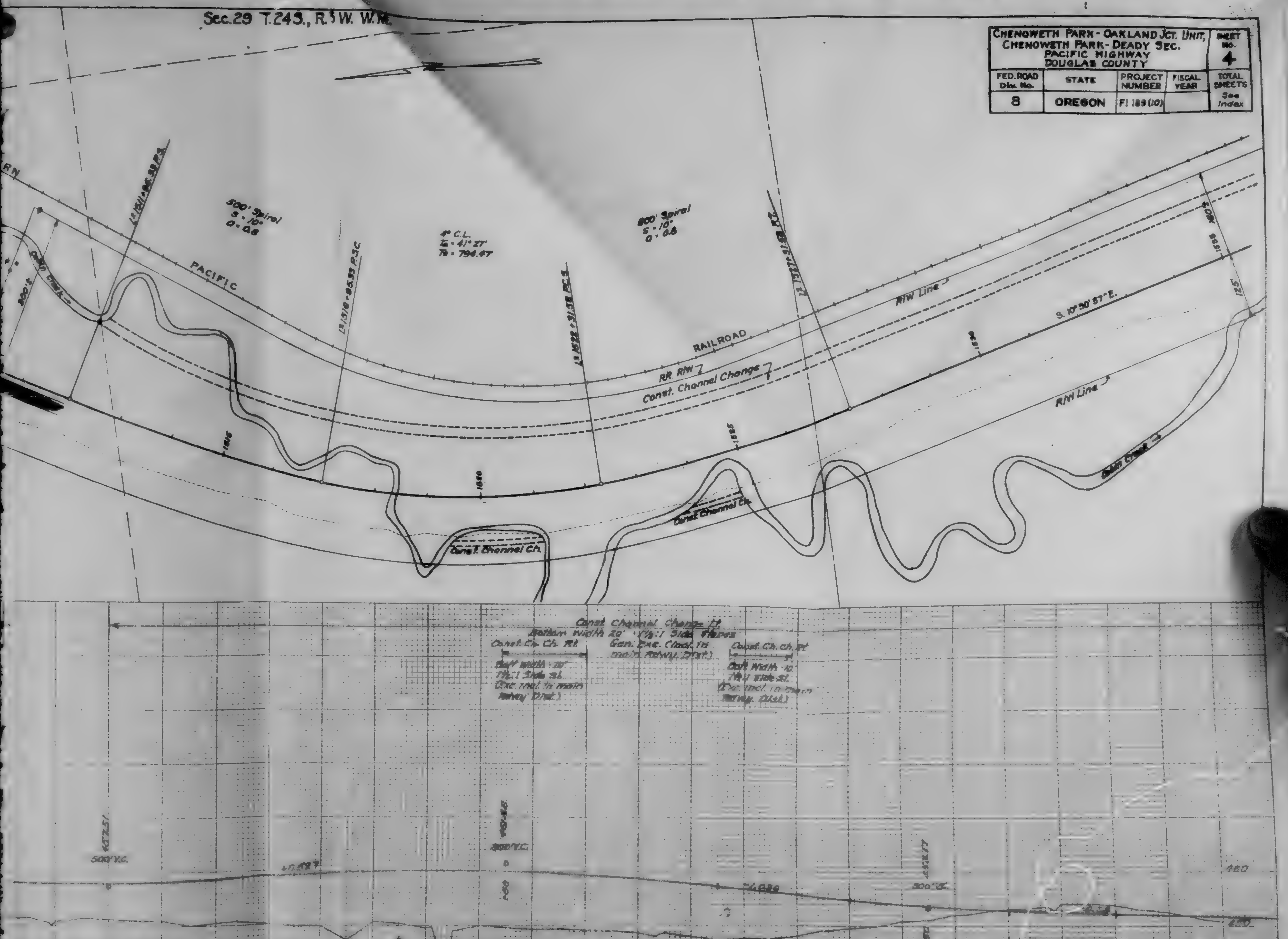


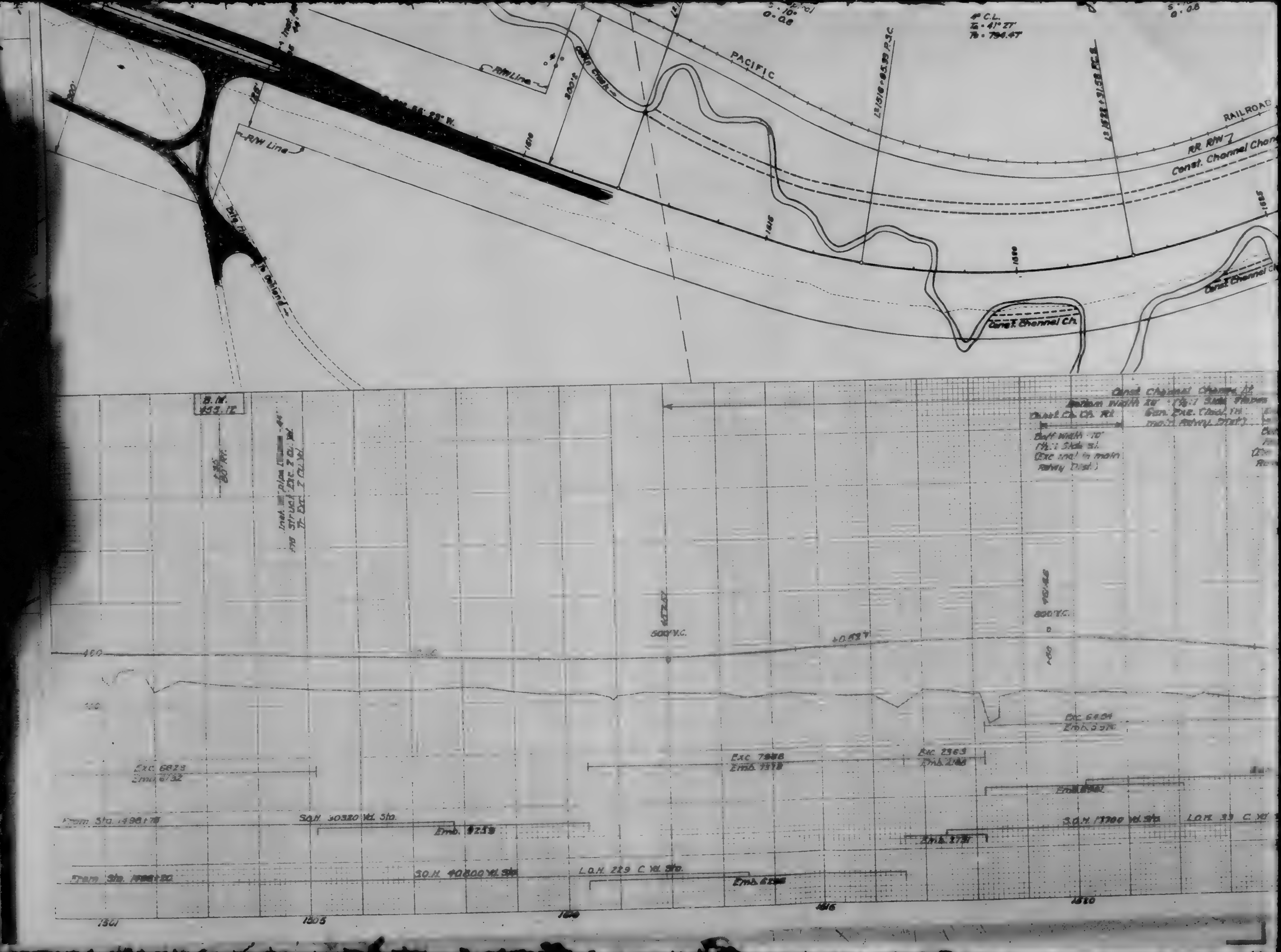
460
480
470
480
Exc 75
2.0
Const. App. Rt.
Subgrade
Inst 18" Pipe - 33'
#20 Str. Exc 6 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
Const. App. Lt.
Emb. 3600
6.0
Min. 15'
Note: Overcrossing to be constructed under separate contract
End 400
125'
150'
Begin
148
125'
Canal Crossing Road
Inst. Raised AC Traffic Markers (Extra Work)
130' C.L.
180
2" 148001
0+00
12° C.L.
End
Const. Approach
Exist. Hwy. To be Abandoned
R/W Line
125'
300'
72° C.L.
Begin Taper
Const. App.
10° C.

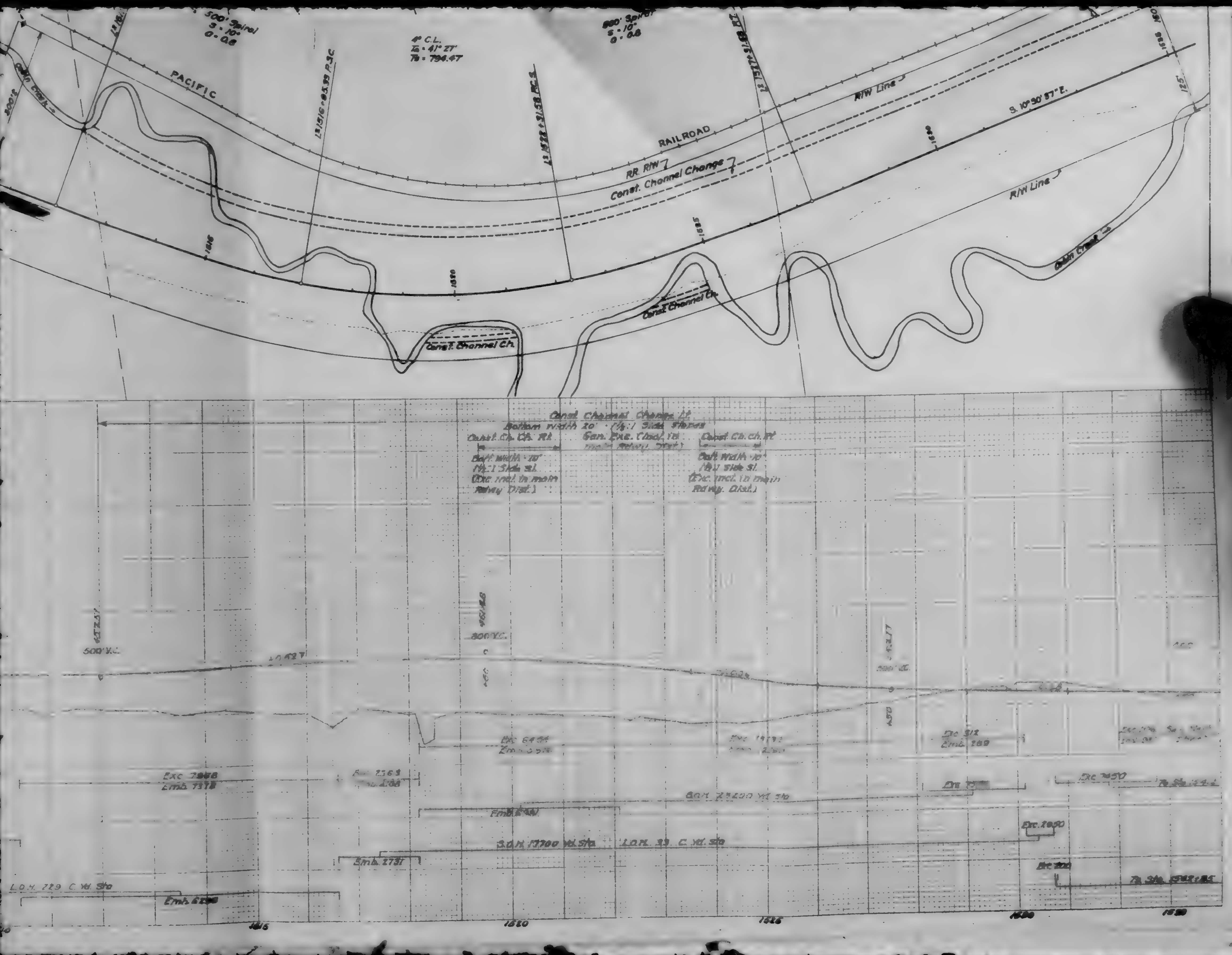

End Taper
12°C.L.
40°C
Const. Approach
Exig. Hwy
To be Abandoned
80' R.
56' R.
125'
300'
R/W Line
40°C.L.
Begin Taper
Varies to R.R.
Taper 800'
End Taper
1510
1505
Inst. Raised A.C. Traffic Markers
(Extra Work.)
125'
Const. App.
Inst. 18" Pipe-38'
35' R.
75' R.
Co. Rd. No. 14
Mars Hill Rd.
Const. App. Rt.
Const. App. Lt.
Inst. 18" Pipe-38'
Str. Exc. 6 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
Const. App. Lt.
Inst. 18" Pipe-38'
Str. Exc. 6 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
Subgrade
+6.0
-4.5
-0.5
Note: Overcrossing to be Const. under separate Contract
480
470
460
450
Exc. 75
Emb. 3600
Emb. 400
Exc. 11325
Emb. 300
0
5
10
15
20

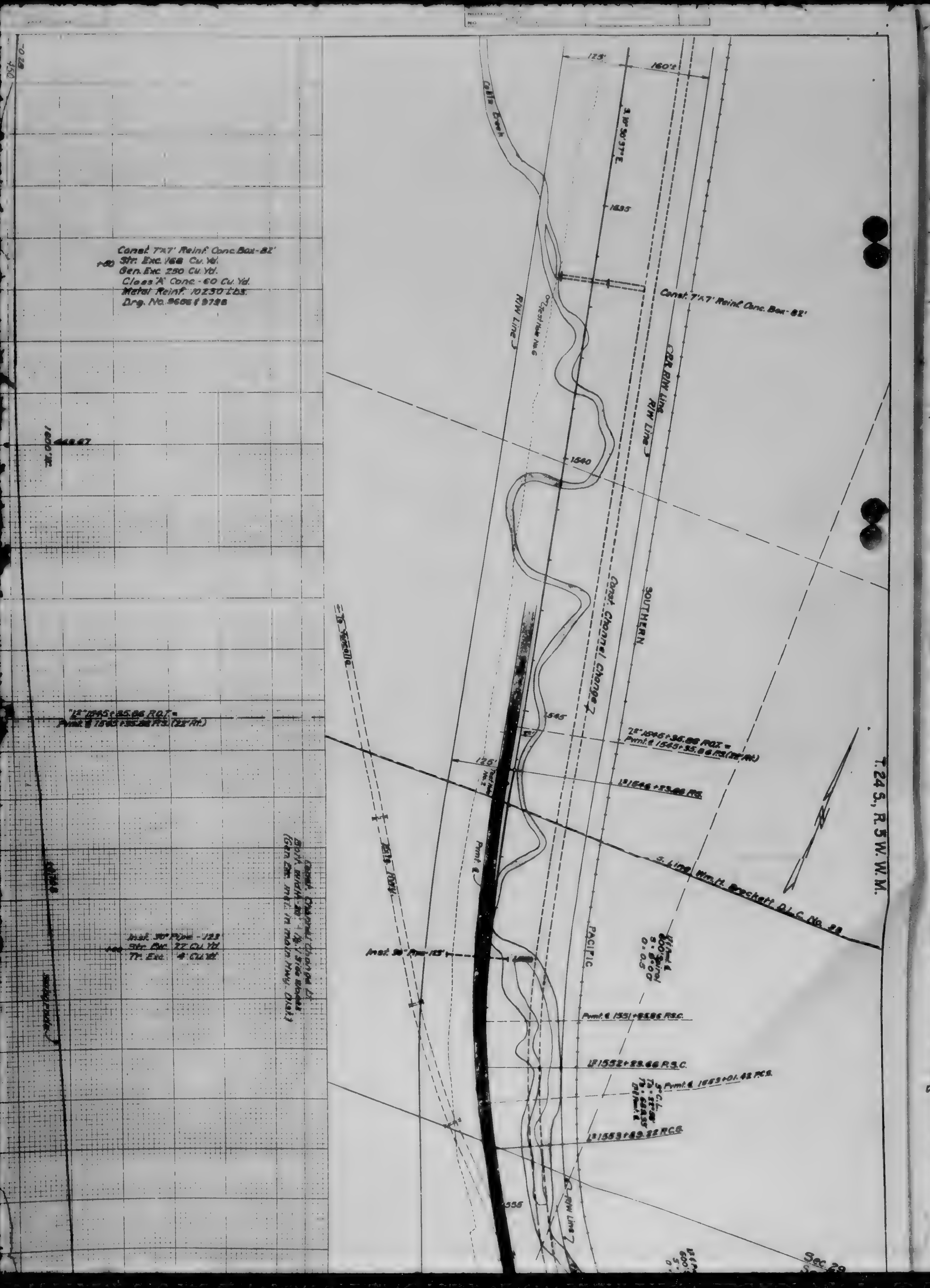

Sec. 29 T.24S., R.3W. W.M.
SOUTHERN
PACIFIC
RAILROAD
Drain Ditch
R/W Line
Exist. Hwy. to Oakland
B.M.
60' Rt.
Inst. 18" pipe Lt. Lane - 44'
Struct. Exc. 2 Cu. Yd.
Tr. Exc. 2 Cu. Yd.
Inst. 18" Pipe 44'
300'
125'
1810
1815
1820
1825
L=1511+95.33 P.S.
L=1516+85.33 P.S.C.
L=1522+31.58 P.C.S.
500' Spiral
S = 10°
O = 0.8
P.C.L.
Δ = 41° 27'
R = 1910.47
Const. Channel Ch.
Const. Channel Change
RR R/W
N
Const. Channel Change Lt.
Channel Width 20'
Gen. Exc. (incl. in roadway)

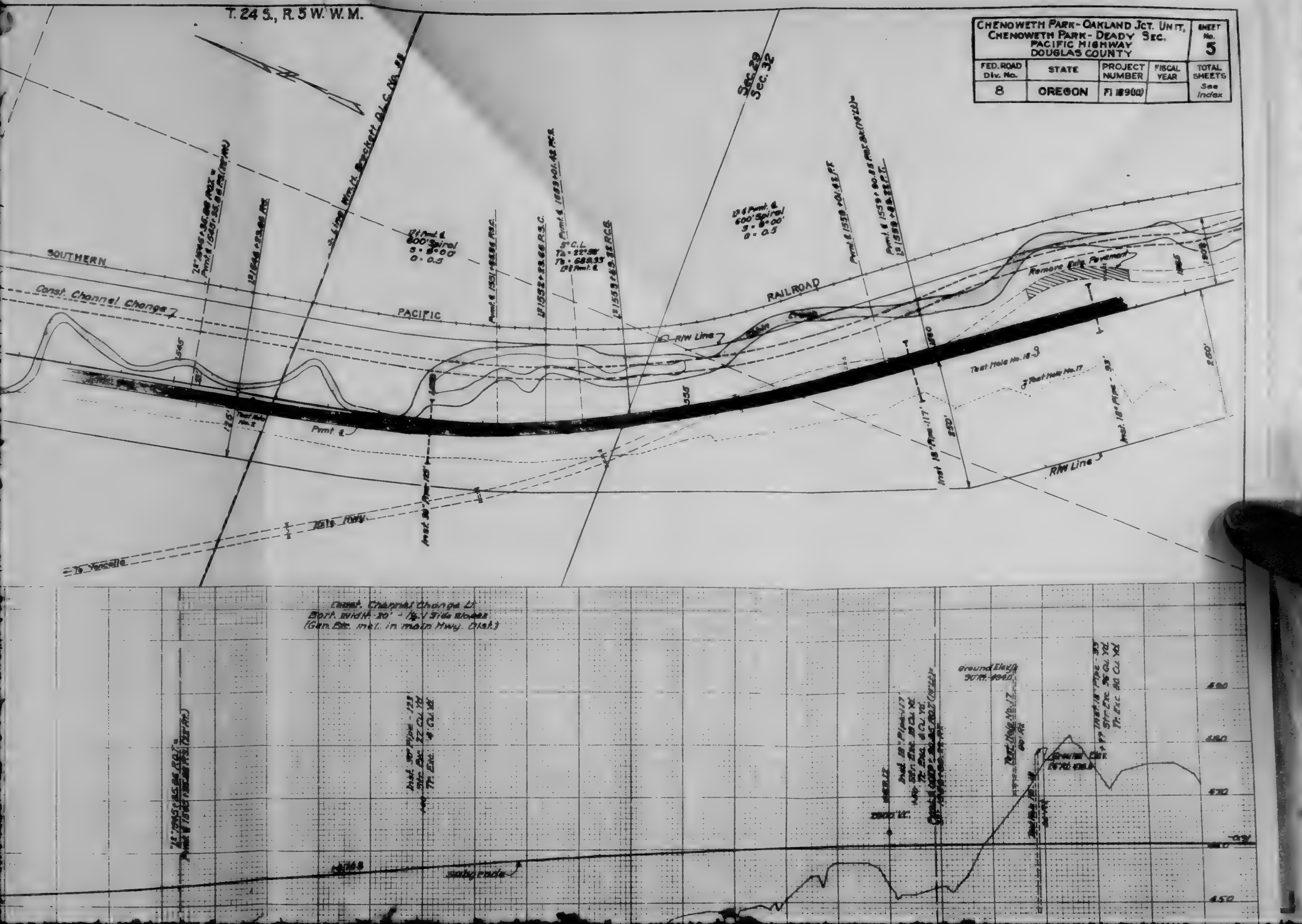
CHENOWETH PARK - OAKLAND JCT. UNIT, CHENOWETH PARK - DEADY SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET NO. 4
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F I 189 (10)		See Index



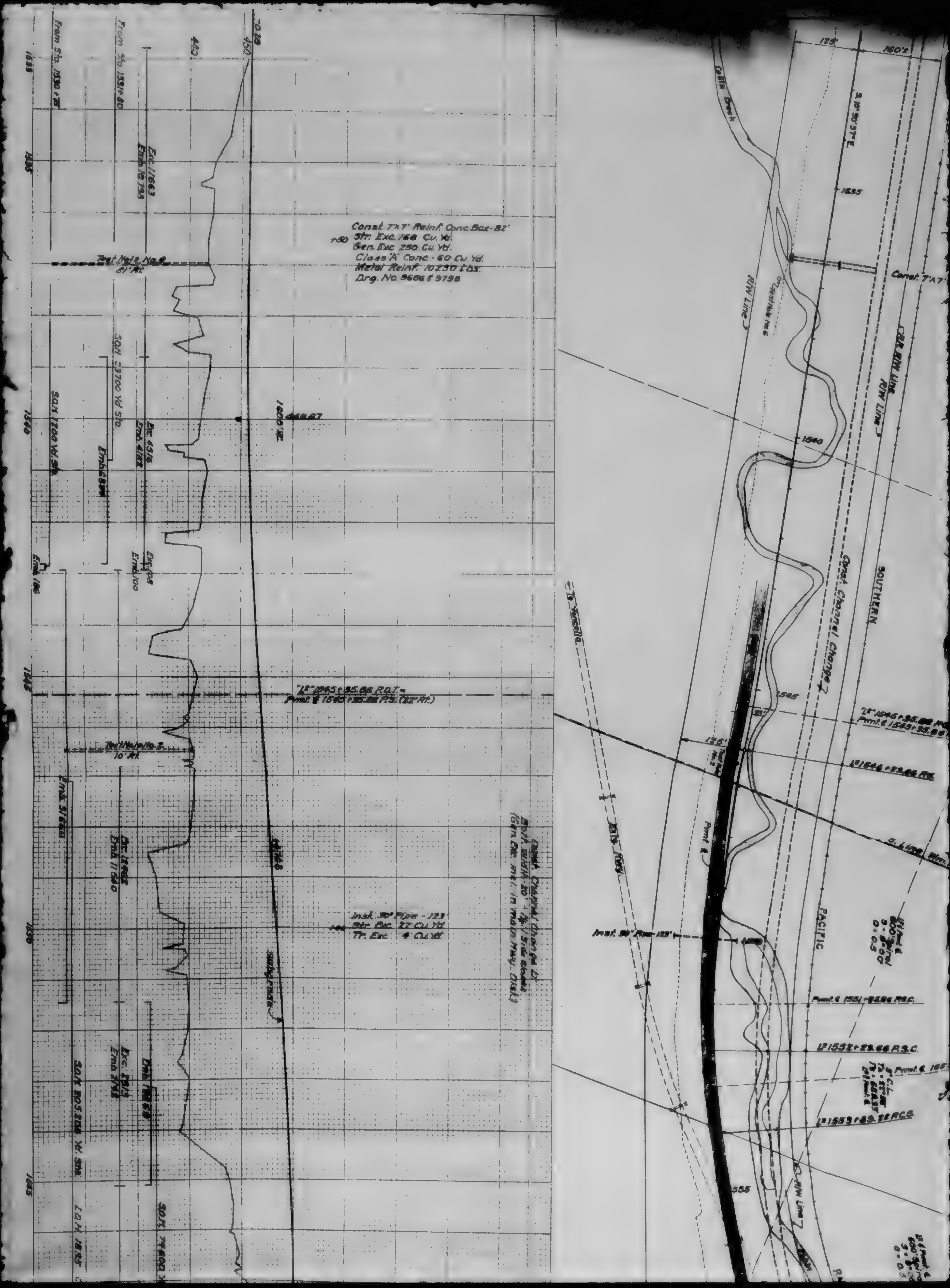

R/W Line
R/W Line
300'
300'±
175'
1810
1815
1820
1825
PACIFIC
RAILROAD
RR. R/W
Const. Channel Chan
Const. Channel Ch.
Const. Channel Ch
L2 1516+65.33 P.S.C.
L2 1522+31.58 P.C.S.
4° C.L.
Δc = 41° 27'
Tc = 794.47'
S = 10°
θ = 0.8
θ = 0.8
B.M.
455.12
60" RT.
Inst. [redacted] pipe [redacted] -44'
Str. Struck Exc. 7 Cu. Yd.
Tr. Exc. 7 Cu. Yd.
Const. Channel Change Rt.
Bottom Width 20' - 1½:1 Side Slopes
Gen. Exc. (Incl. in main Rdwy. Dist.)
Const. Ch. Ch. Rt.
Bott Width 10'
1½:1 Side Sl.
(Exc. incl. in main Rdwy. Dist.)
500' V.C.
+0.52%
800' V.C.
400
Exc. 6828
Emb. 6732
Exc. 7988
Emb. 7378
Exc. 2363
Emb. 2188
Exc. 6404
Emb. 5976
From Sta. 1498+78
S.O.H. 30320 Yd. Sta.
Emb. 9259
From Sta. 1498+80
S.O.H. 40800 Yd. Sta.
L.O.H. 229 C. Yd. Sta.
Emb. 6288
Emb. 2737
Emb. 8980
S.O.H. 17700 Yd. Sta.
L.O.H. 33 C. Yd.
1501
1505
1510
1515
1520

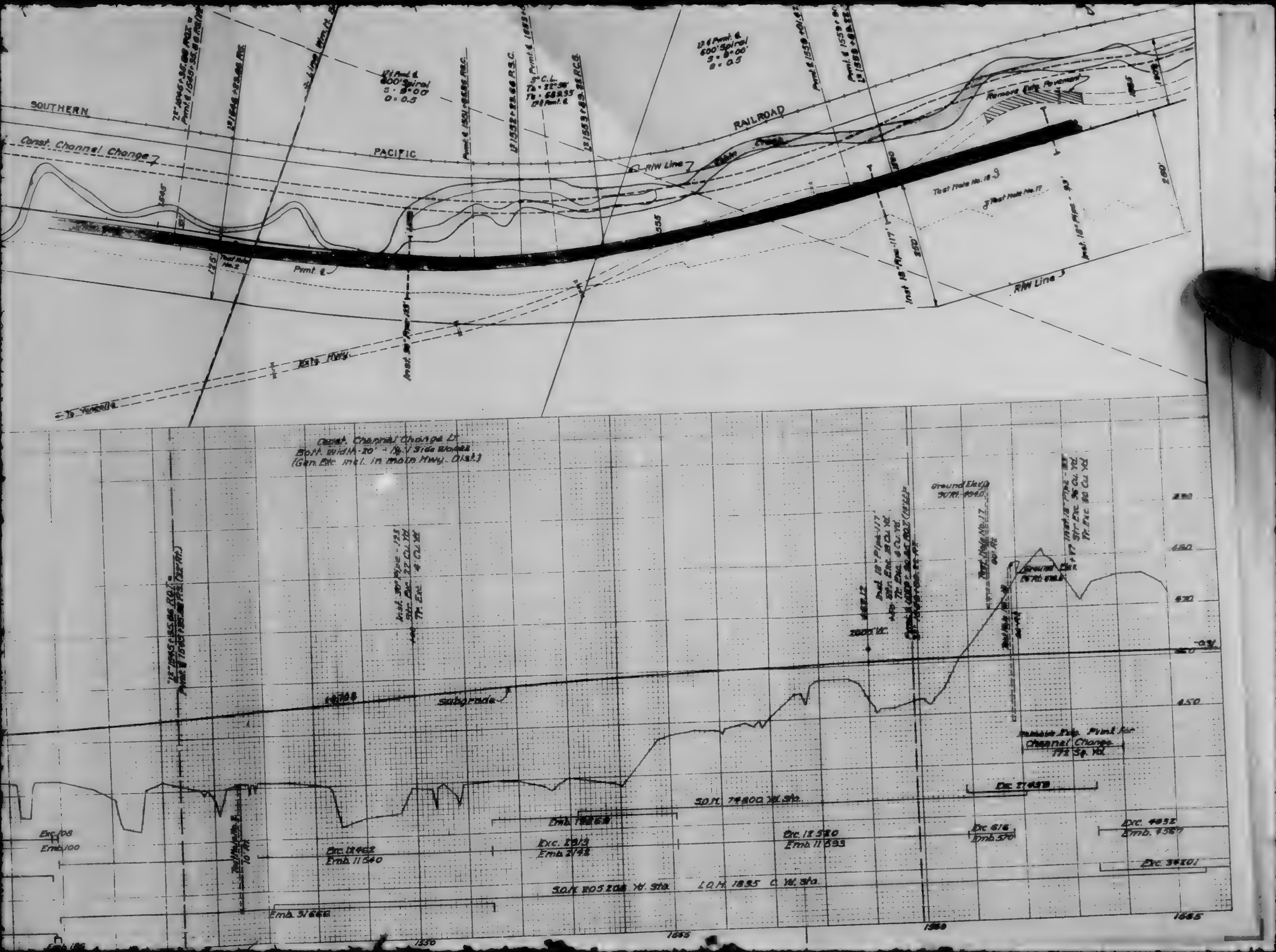

500' Spiral
S = 10°
θ = 0.6
4° C.L.
Δ = 41° 27'
Ts = 794.47
500' Spiral
S = 10°
θ = 0.6
PACIFIC
RAILROAD
RR. R/W
Const. Channel Change
R/W Line
R/W Line
S. 10°30' 57" E.
Lt 1516+85.99 P.S.C.
Lt 1528+31.58 P.C.S.
Lt 1527+31.58 P.T.
Creek
Creek
Const. Channel Ch.
Const. Channel Ch.
300'±
125'
1515
1520
1525
1530
1535
Const. Channel Change Lt.
Bottom Width 20' - 1½:1 Side Slopes
Gen. Exc. (Incl. in main Rdwy. Dist.)
Const. Ch. Ch. Rt.
Bott. Width - 10'
1½:1 Side Sl.
(Exc. incl. in main Rdwy. Dist.)
Const. Ch. Ch. Rt.
Bott. Width - 10'
1½:1 Side Sl.
(Exc. incl. in main Rdwy. Dist.)
500' V.C.
+0.527
800' V.C.
500' V.C.
450
Exc. 6454
Exc. 7868
Emb. 7378
Exc. 2363
Emb. 2288
Exc. 14192
Exc. 312
Emb. 289
Emb. 6440
Exc. 7450
B.O.H. 23200 Yd. Sta
Exc. 2850
S.O.H. 17700 Yd. Sta
L.O.H. 33 C. Yd. Sta
Emb. 2731
L.O.H. 229 C. Yd. Sta
Emb. 6298
Exc. 200
1515
1520
1525
1530
1535

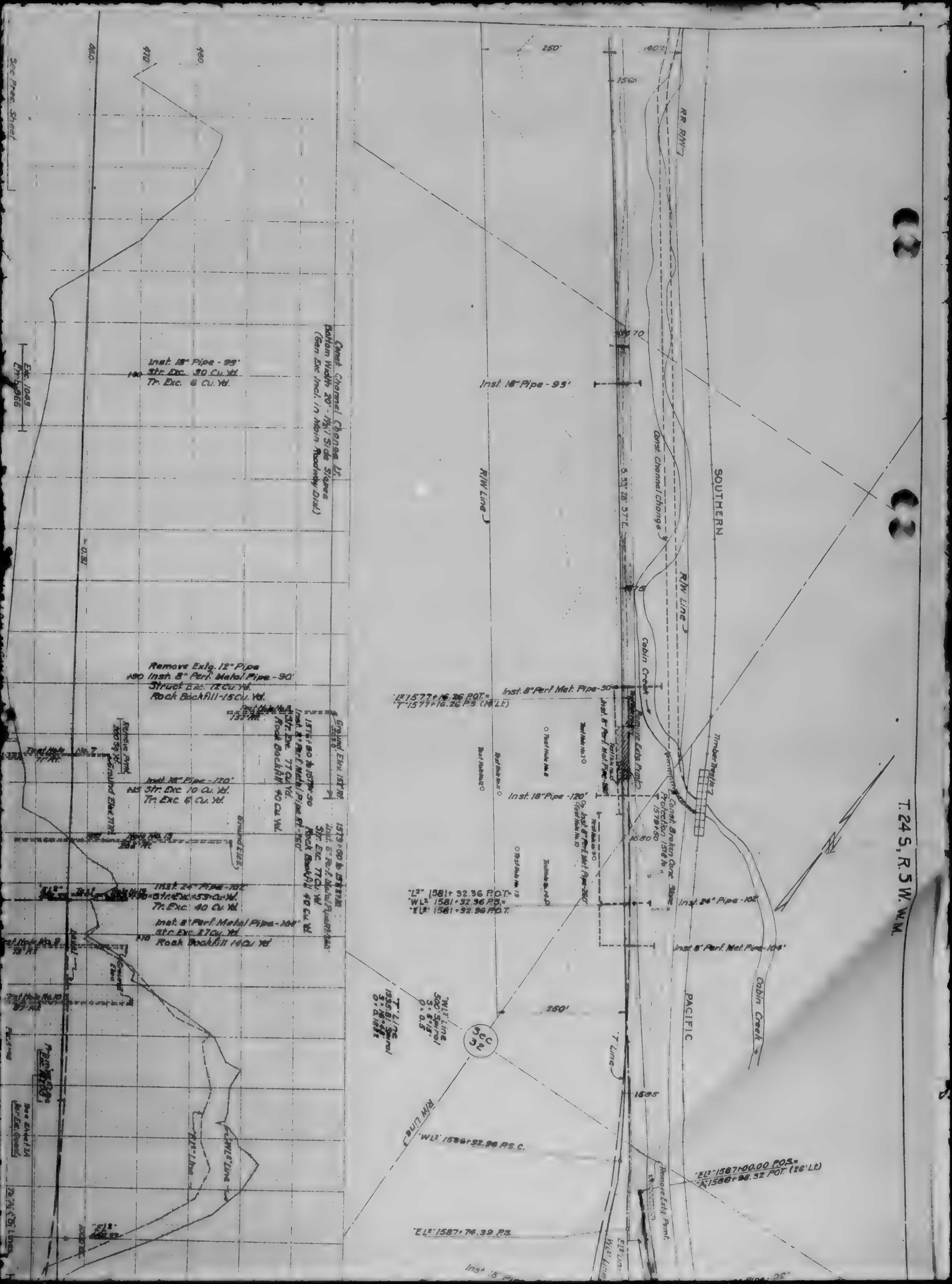

Const. 7'x7' Reinf. Conc. Box-82'
+80 Str. Exc. 168 Cu. Yd.
Gen. Exc. 250 Cu. Yd.
Class "A" Conc. - 60 Cu. Yd.
Metal Reinf. 10250 Lbs.
Drg. No. 9668 & 9798
Const. 7'x7' Reinf. Conc. Box-82'
125'
160'±
Cabin Creek
R/W Line
1535
1540
1545
1555
CP.R.R. R/W Line
R/W Line
SOUTHERN
PACIFIC
Const. Channel Change
"Z" 1545+35.86 R.Q.T. =
Pvmt. ℄ 1545+35.86 P.S. (22' Rt.)
Z 1546+83.66 P.S.
125'
Pvmt. ℄
S. Line Wm. H. Brockett D.L.C. No. 38
T. 24 S., R. 5 W. W.M.
To Yoncalla
Exist. Hwy.
Const. Channel Change Lt.
Bott. width 20' - 1½:1 side slopes
(Gen. Exc. incl. in main Hwy. Dist.)
Inst. 30" Pipe - 123'
+00 Str. Exc. 22 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
Inst. 30" Pipe-123'
Pvmt. ℄ 1551+25.86 P.S.C.
Z 1552+23.66 P.S.C.
Pvmt. ℄ 1553+01.48 P.C.S.
Z 1553+69.32 P.C.S.
Sec. 29
1000.32
448.67
150

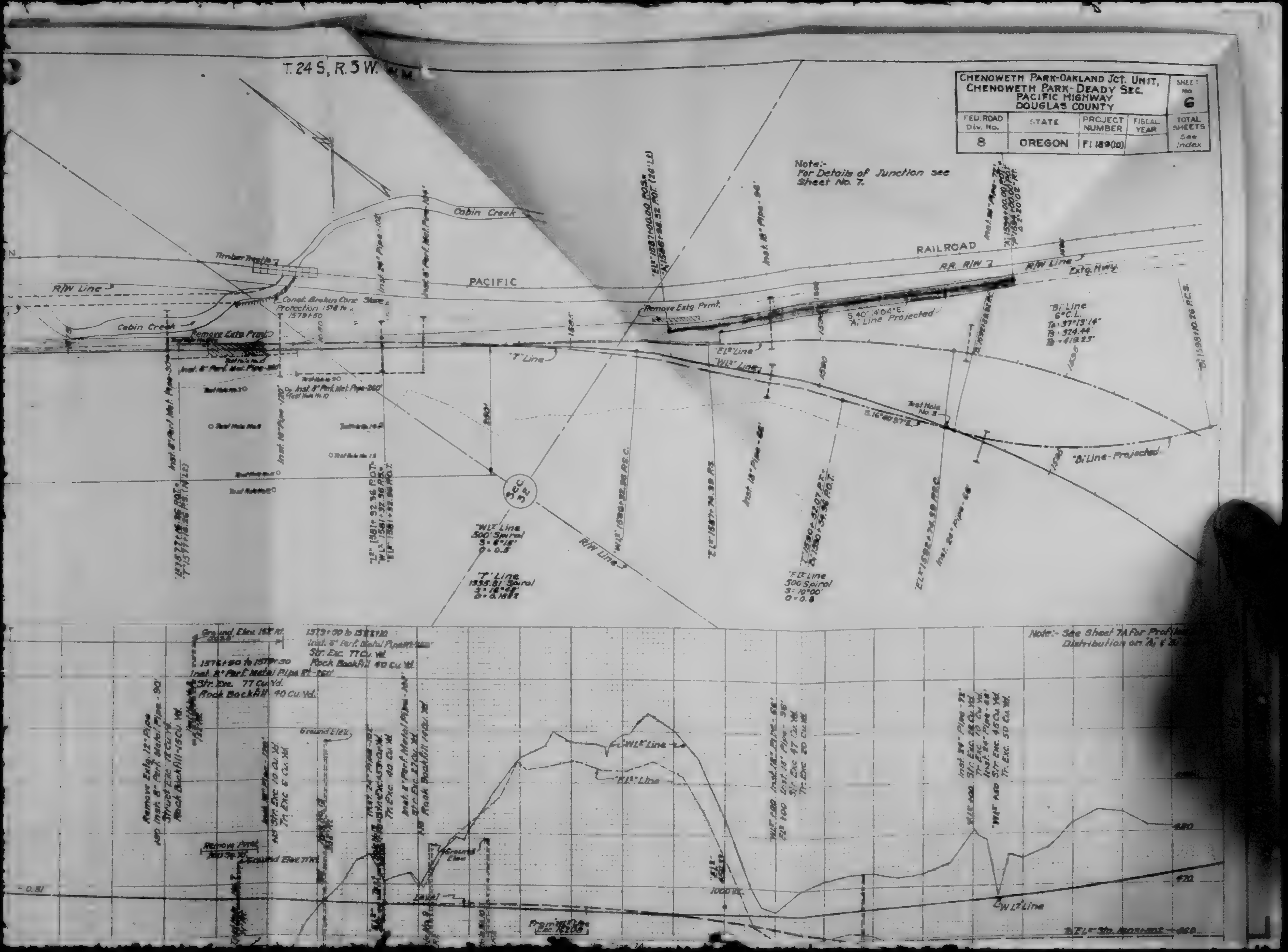


CHENOWETH PARK-OAKLAND JCT. UNIT, CHENOWETH PARK-DEADY SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No.
				5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI 189(10)		See Index

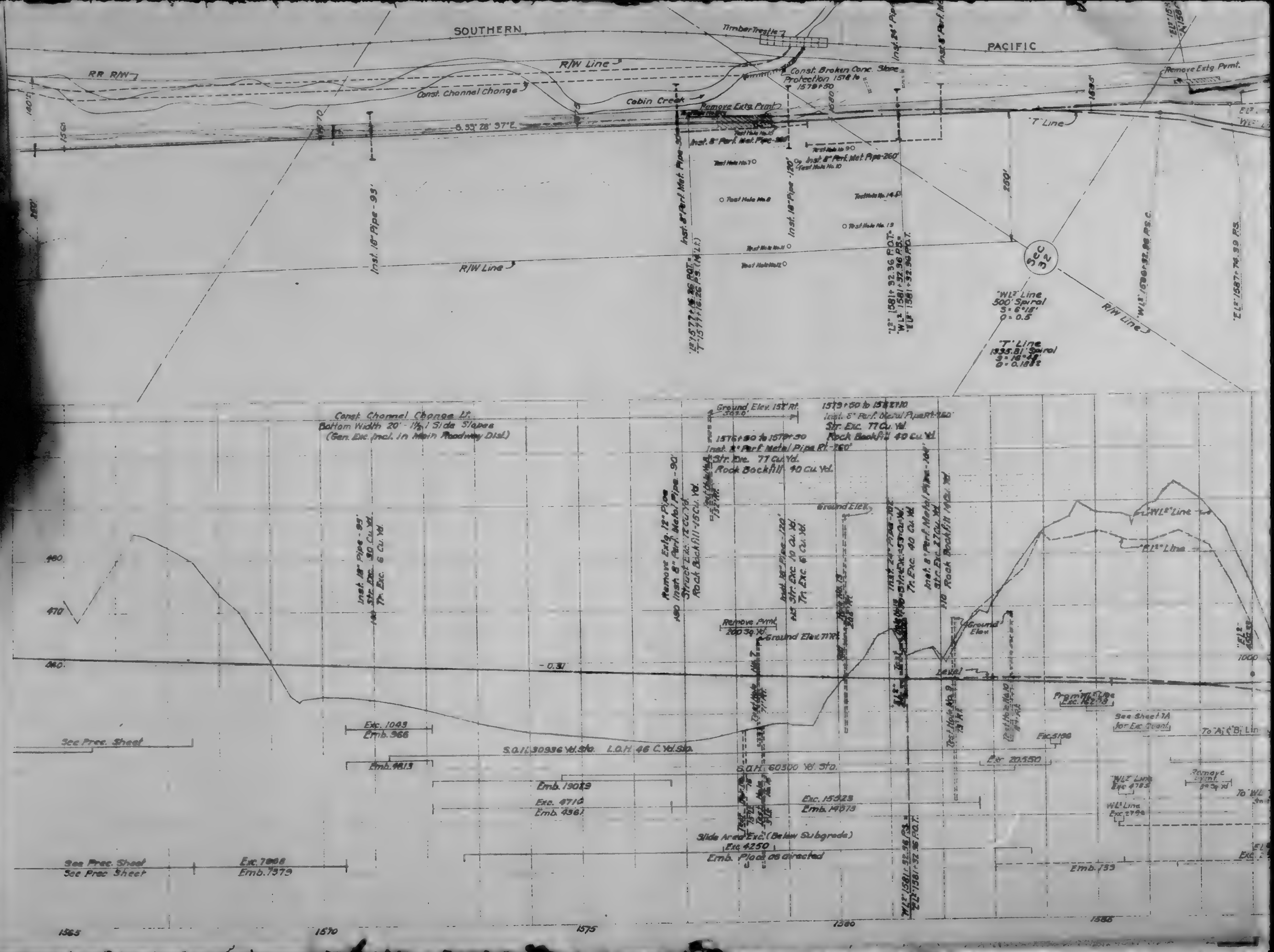

Const. 7'x7' Reinf. Conc. Box-82'
+50 Str. Exc. 168 Cu. Yd.
Gen. Exc. 250 Cu. Yd.
Class "A" Conc. - 60 Cu. Yd.
Metal Reinf. 10230 Lbs.
Drg. No. 9666 & 9798
Inst. 30" Pipe - 123
+00 Str. Exc. 27 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
From Sta. 1530+75
From Sta. 1531+80
Exc. 1663
Emb. 10738
Test Hole No. 6
81' Rt.
SO.H. 23700 Yd. Sta.
SO.H. 1200 Yd. Sta.
Exc. 4516
Emb. 4182
Emb. 6898
Exc. 105
Emb. 100
Emb. 166
1600' VC
449.67
"Z" 1545+35.86 RDT =
Pmnt. ℄ 1545+35.86 R.S. (22' Rt.)
Test Hole No. 2
10' Rt.
Emb. 31668
Exc. 17462
Emb. 11540
Exc. 7813
Emb. 8742
Emb. 14269
SO.H. 205,200 Yd. Sta.
SO.H. 74800
L.O.H. 1835
Sub grade
Const. Channel Change Lt.
Bot. width 20' - 1½ : 1 Side slopes
(Gen. Exc. incl. in main Hwy. Dist.)
440
450
1535
1540
1545
1550
1555
Coffee Creek
S. 10° 30' 57" E
125'
160'±
R/W Line
Test Hole No. 6
Const. 7'x7'
C.P.R. R/W Line
R/W Line
Const. Channel Change
SOUTHERN
PACIFIC
To Yerealla
Exist. Hwy.
"Z" 1545+35.86 R.S.
Pmnt. ℄ 1545+35.86
℄ 1546+53.86 R.S.
Test Hole No. 2
Pmnt. ℄
S. Line
Inst. 30" Pipe 123'
Pmnt. ℄ 1551+85.86 R.S.C.
℄ 1552+23.66 R.S.C.
℄ 1553+83.28 R.C.S.
Pmnt. ℄
600' Spiral
S: 0.00
0: 0.5
R/W Line

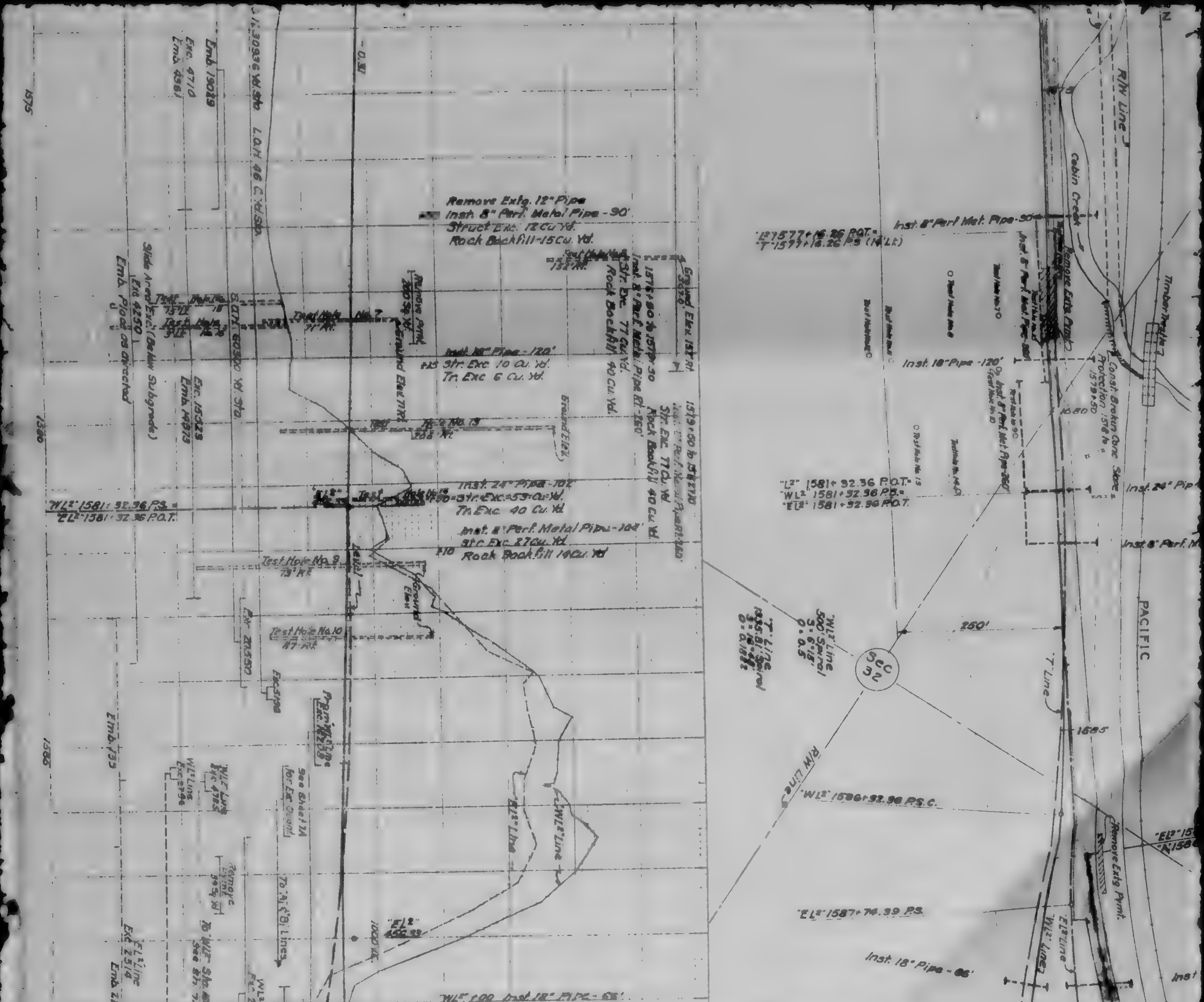

SOUTHERN
PACIFIC
RAILROAD
Const. Channel Change
R/W Line
R/W Line
Exist. Hwy.
To Yerington
Pvmt. ℄
Test Hole No. 2
126'
1545
1555
1560
1565
Test Hole No. 18
Test Hole No. 17
Inst. 30" Pipe - 125'
Inst. 18" Pipe - 117'
Inst. 18" Pipe - 93'
250'
260'
Remove Exist. Pavement
Pvmt. ℄ 1551+65.86 P.S.C.
Pvmt. ℄ 1559+01.92
600' Spiral
S = 8°00'
0 = 0.5
Const. Channel Change Lt.
Bott. Width 20' - 1½:1 Side Slopes
(Gen. Exc. incl. in Main Hwy. Dist.)
Inst. 30" Pipe - 125
Str. Exc. 22 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
Inst. 18" Pipe - 117
Str. Exc. 18 Cu. Yd.
Tr. Exc. 4 Cu. Yd.
Inst. 18" Pipe - 93
Str. Exc. 36 Cu. Yd.
Tr. Exc. 80 Cu. Yd.
Ground Elev.
Test Hole No. 17
60' Rt.
Test Hole No. 2
10' Rt.
Subgrade
Remove Exist. Pvmt. for Channel Change
772 Sq. Yd.
Exc. 108
Emb. 100
Exc. 12,462
Emb. 11,540
Exc. 2,913
Emb. 2,142
Emb. 15,268
Exc. 12,520
Emb. 11,593
Exc. 616
Emb. 570
Exc. 27,439
Exc. 4,932
Emb. 4,567
Exc. 34,201
Emb. 31,666
S.O.H. 74,800 Yd. Sta.
S.O.H. 205,208 Yd. Sta.
L.O.H. 1835 C. Yd. Sta.
450
480
1550
1555
1560
1565


T.24 S, R.5 W. W.M.
SOUTHERN
PACIFIC
RR R/W
R/W Line
R/W Line
R/W Line
Cabin Creek
Cabin Creek
Const. Channel change
Timber Trestle
Inst. 18" Pipe - 93'
Inst. 8" Perf. Met. Pipe - 90
Inst. 18" Pipe - 120'
Inst. 24" Pipe - 102
Inst. 8" Perf. Met. Pipe - 104'
Inst. 8" Perf. Met. Pipe - 260'
Remove Extg. Pvmt.
Remove Extg. Pvmt.
Const. Broken Conc. Slope Protection 1576 to 1579+50
"L²" 1577+16.26 P.O.T. = "T" 1577+16.26 P.S. (14' Lt.)
"L²" 1581+32.36 P.O.T. = "WL²" 1581+32.36 P.S. = "EL²" 1581+32.36 P.O.T.
"WL²" 1586+32.96 P.S.C.
"EL²" 1587+00.00 P.O.S. = "L" 1586+98.32 P.O.T. (26' Lt.)
"EL²" 1587+74.39 P.S.
"WL²" Line 300' Spiral S = 6°15' D = 0.5
"T" Line 135.61' Spiral S = 0°18'21" D = 0.0181
Sec 32
"T" Line
WL² Line
EL² Line
S.33°28'57"E.
250'
250'
140'
1565
1570
1575
1580
1585
Test Hole No. 7
Test Hole No. 8
Test Hole No. 9
Test Hole No. 10
Test Hole No. 13
Inst. 18" Pipe - 93'
Str. Exc. 30 Cu. Yd.
Tr. Exc. 6 Cu. Yd.
Const. Channel Change Lt. Bottom Width 20' - 1½:1 Side Slopes (Gen Exc Incl. in Main Roadway Dist.)
Remove Extg. 12" Pipe
Inst. 8" Perf. Metal Pipe - 90'
Struct. Exc. 12 Cu. Yd.
Rock Backfill - 15 Cu. Yd.
Inst. 18" Pipe - 120'
Str. Exc. 10 Cu. Yd.
Tr. Exc. 6 Cu. Yd.
1578+80 to 1579+50
Inst. 8" Perf. Metal Pipe Rt. - 260'
Str. Exc. 77 Cu. Yd.
Rock Backfill 40 Cu. Yd.
Ground Elev.
Inst. 24" Pipe - 102
Str. Exc. 53 Cu. Yd.
Tr. Exc. 40 Cu. Yd.
Inst. 8" Perf. Metal Pipe - 104'
Str. Exc. 27 Cu. Yd.
Rock Backfill 14 Cu. Yd.
Remove Pvmt.
Ground Elev.
"WL²" Line
"EL²" Line
"EL²"
See Prev. Sheet
See Sheet
Elev. 1063
Elev. 966
490
480
470
460
180
175
170
185

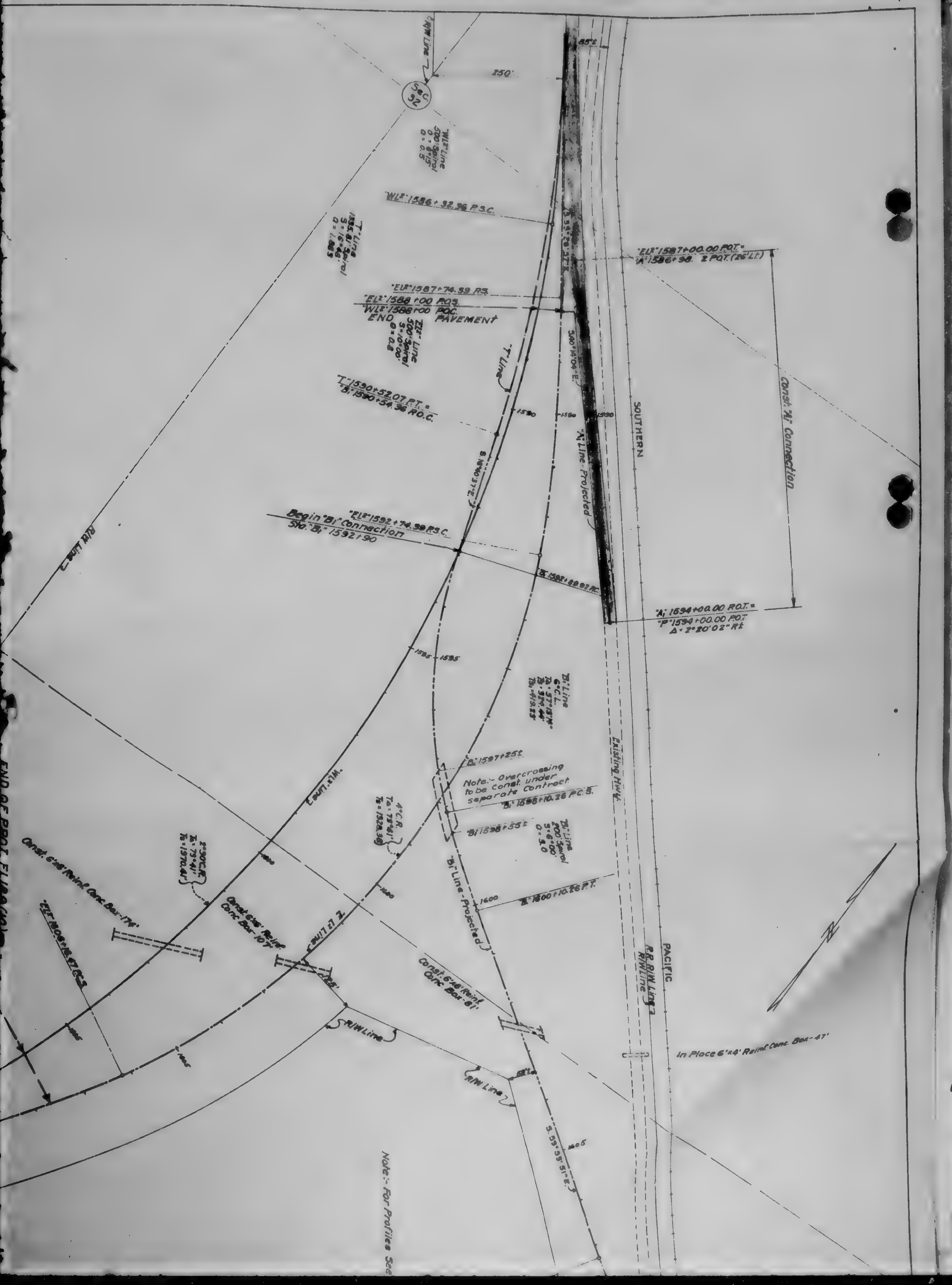

T. 24 S, R. 5 W. W.M.
Cabin Creek
Timber Trestle
RAILROAD
PACIFIC
R/W Line
R.R. R/W
Extg. Hwy.
Const. Broken Conc. Slope Protection 1578 to 1579+50
Remove Extg. Pvmt.
Inst. 8" Perf. Met. Pipe - 30'
Inst. 18" Pipe - 120'
Inst. 8" Perf. Met. Pipe - 260'
Inst. 24" Pipe - 102'
Inst. 8" Perf. Met. Pipe - 104'
"T" 1577+16.26 P.O.T. = "T" 1577+16.26 P.S. (14' Lt.)
"L3" 1581+32.36 P.O.T. = "WL3" 1581+32.36 P.S. = "EL3" 1581+32.36 P.O.T.
"T" Line
250'
1585
Sec. 32
"WL3" Line 500' Spiral S = 6°18' O = 0.5
"T" Line 1335.81' Spiral S = 10°00' O = 0.1682
R/W Line
"WL3" 1586+32.36 P.S.C.
"EL3" 1587+00.00 P.O.S. = "A1" 1586+96.32 P.O.T. (26' Lt.)
"EL3" 1587+74.39 P.S.
"EL3" Line
"WL3" Line
Inst. 18" Pipe - 96'
Inst. 18" Pipe - 66'
1590
"T" 1590+52.07 P.T. = "B1" 1590+34.36 P.O.T.
"EL3" Line 500' Spiral S = 10°00' O = 0.8
S. 40°14'04" E. "A1" Line Projected
S. 16°40'57" E.
Test Hole No. 9
"EL3" 1592+74.39 P.S.C.
Inst. 24" Pipe - 66'
Inst. 24" Pipe - 72'
"A1" 1594+00.00 P.O.T. = "F" 1594+00.00 P.O.T. Δ 2°20'02" Rt.
"B1" Line 6° C.L. Δ = 37°13'14" T = 324.44' L = 419.23'
1595
"B1" Line Projected
"B1" 1598+10.26 P.C.S.
Note:- For Details of Junction see Sheet No. 7.
Ground Elev. 1577+00
1579+50 to 1582+10 Inst. 8" Perf. Metal Pipe Rt. - 260' Str. Exc. 77 Cu. Yd. Rock Backfill 40 Cu. Yd.
1576+80 to 1579+50 Inst. 8" Perf. Metal Pipe Rt. - 260' Str. Exc. 77 Cu. Yd. Rock Backfill 40 Cu. Yd.
Remove Extg. 12" Pipe
+80 Inst. 8" Perf. Metal Pipe - 30' Struct. Exc. 12 Cu. Yd. Rock Backfill - 15 Cu. Yd.
Inst. 18" Pipe - 120'
+15 Str. Exc. 10 Cu. Yd. Tr. Exc. 6 Cu. Yd.
Inst. 24" Pipe - 102' Str. Exc. 53 Cu. Yd. Tr. Exc. 40 Cu. Yd.
Inst. 8" Perf. Metal Pipe - 104' Str. Exc. 27 Cu. Yd. +18 Rock Backfill 14 Cu. Yd.
Remove Pvmt.
Ground Elev.
Ground Elev. 1+11
Level
"WL3" Line
"EL3" Line
"WL3" +00 Inst. 18" Pipe - 66'
"EL3" +00 Inst. 18" Pipe - 96' Str. Exc. 47 Cu. Yd. Tr. Exc. 20 Cu. Yd.
1000' V.C.
"EL3" +00 Inst. 24" Pipe - 72' Str. Exc. 28 Cu. Yd. Tr. Exc. 10 Cu. Yd.
"WL3" +50 Inst. 24" Pipe - 66' Str. Exc. 45 Cu. Yd. Tr. Exc. 50 Cu. Yd.
Note:- See Sheet 7A for Profile Distribution on "A1" & "B1"
480
470
- 0.31
"WL3" Line

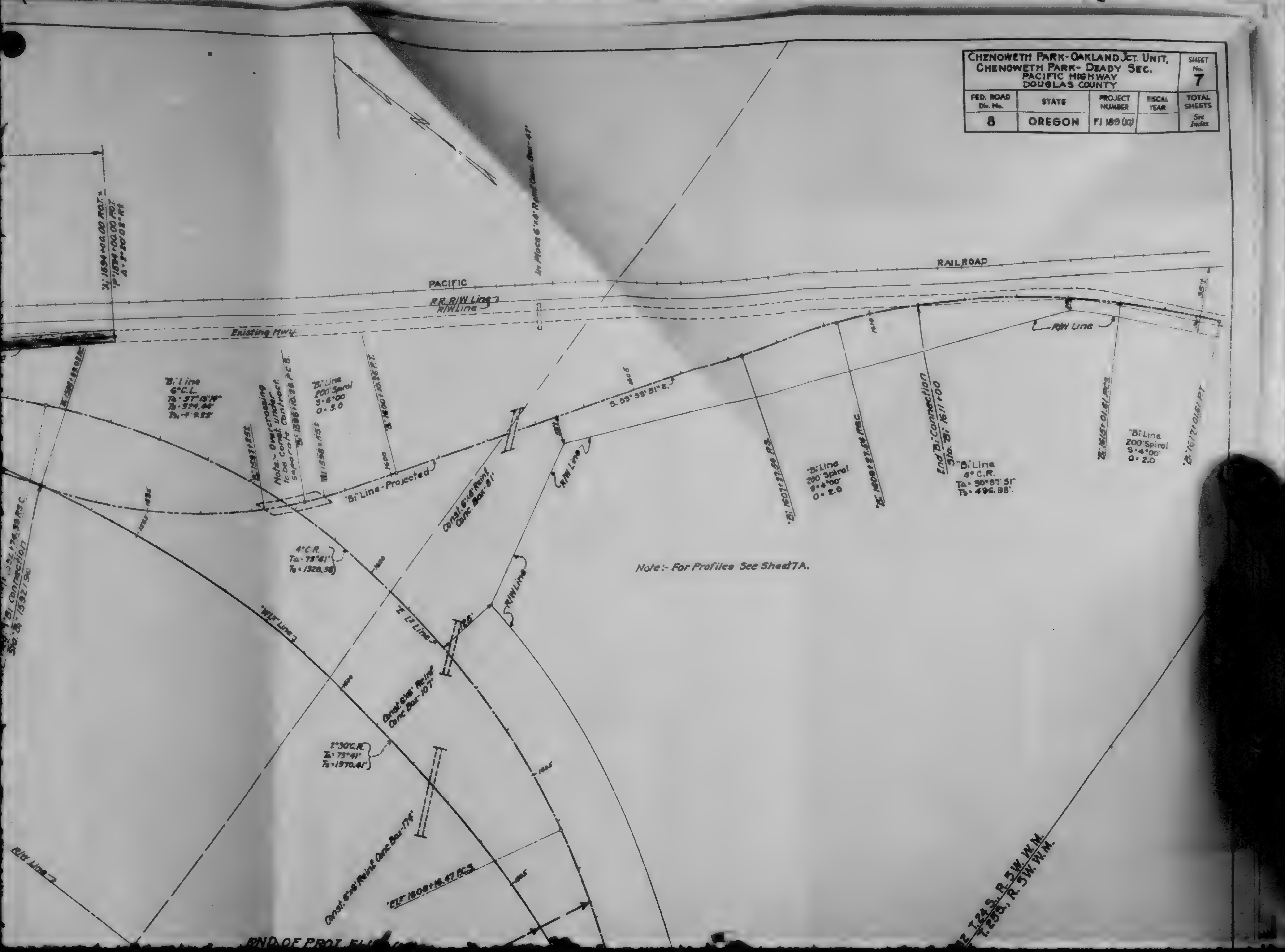
CHENOWETH PARK-OAKLAND JCT. UNIT, CHENOWETH PARK-DEADY SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 6
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F.I. 189(10)		See Index


SOUTHERN
PACIFIC
RR R/W
R/W Line
Timber Trestle
Const. Channel Change
Cabin Creek
Const. Broken Conc. Slope Protection 1578 to 1579+50
Remove Extg. Pvmt.
6.53° 28' 37" E.
'T' Line
1570
1580
1585
140'
150'
250'
Inst. 18" Pipe - 93'
Inst. 8" Perf. Met. Pipe - 30'
Inst. 8" Perf. Met. Pipe - 260'
Inst. 18" Pipe - 120'
Inst. 24" Pipe
Inst. 8" Perf. Me
Test Hole No. 7
Test Hole No. 8
Test Hole No. 9
Test Hole No. 10
Test Hole No. 11
Test Hole No. 12
Test Hole No. 13
Test Hole No. 14
Test Hole No. 15
"L2" 1577+16.26 P.O.T. = "T" 1577+16.26 P.S. (14' Lt.)
"L2" 1581+32.36 P.O.T. "WL2" 1581+32.36 P.S. = "EL2" 1581+32.36 P.O.T.
Sec 32
"WL2" Line 500' Spiral S = 6°15' O = 0.5
"T" Line 1335.81' Spiral S = 16°42' O = 0.188
"WL2" 1586+32.98 P.S.C.
"EL2" 1587+74.39 P.S.
Const. Channel Change Lt. Bottom Width 20' - 1½:1 Side Slopes (Gen. Exc. Incl. in Main Roadway Dist.)
Inst. 18" Pipe - 93' 140 Str. Exc. 30 Cu. Yd. Tr. Exc. 6 Cu. Yd.
Remove Extg. 12" Pipe 180 Inst. 8" Perf. Metal Pipe - 90' Struct. Exc. 12 Cu. Yd. Rock Backfill - 15 Cu. Yd.
Ground Elev. 152' Rt. 302.0'
1576+50 to 1578+50 Inst. 8" Perf. Metal Pipe Rt. - 260' Str. Exc. 77 Cu. Yd. Rock Backfill 40 Cu. Yd.
1579+50 to 1582+10 Inst. 8" Perf. Metal Pipe Rt. - 260' Str. Exc. 77 Cu. Yd. Rock Backfill 40 Cu. Yd.
Inst. 18" Pipe - 120' 143 Str. Exc. 10 Cu. Yd. Tr. Exc. 6 Cu. Yd.
Inst. 24" Pipe - 102' 176 Str. Exc. 53 Cu. Yd. Tr. Exc. 40 Cu. Yd.
Inst. 8" Perf. Metal Pipe - 104' Str. Exc. 27 Cu. Yd. 110 Rock Backfill 14 Cu. Yd.
Remove Pvmt. 200 Sq. Yd.
Ground Elev. 71' Rt.
Ground Elev.
Level
Test Hole No. 7 71' Rt.
Test Hole No. 9 73' Rt.
Test Hole No. 10 84' Rt.
Test Hole No. 13 208' Rt.
Prom. "WL2" Line Exc. 16213
See Sheet 1A for Exc. Quant.
To "A" & "B" Lin
"EL2" Line
"WL2" Line
"EL2" 1000
480
470
440
460
- 0.31
Exc. 1049 Emb. 966
Emb. 4813
See Prec. Sheet
S.O.H. 30936 Yd. Sta. L.O.H. 46 C. Yd. Sta.
S.O.H. 60300 Yd. Sta.
Emb. 19029
Exc. 4710 Emb. 4361
Exc. 15523 Emb. 14879
Exc. 20550
Exc. 5196
"WL2" Line Exc. 4785
"WL2" Line Exc. 2796
Remove Pvmt. 34 Sq. Yd.
Slide Area Exc. (Below Subgrade) Exc. 4250
Emb. Place as directed
See Prec. Sheet
See Prec. Sheet
Exc. 7008 Emb. 7379
Emb. 139
"WL2" 1581+32.36 P.S. = "EL2" 1581+32.36 P.O.T.
1565
1570
1575
1580
1585



Remove Extg. 12" Pipe
Inst. 8" Perf. Metal Pipe - 90'
Struct Exc. 12 Cu. Yd.
Rock Backfill - 15 Cu. Yd.
Inst. 18" Pipe - 120'
Str. Exc. 10 Cu. Yd.
Tr. Exc. 6 Cu. Yd.
Inst. 24" Pipe - 102'
Str. Exc. 53 Cu. Yd.
Tr. Exc. 40 Cu. Yd.
Inst. 8" Perf. Metal Pipe - 102'
Str. Exc. 27 Cu. Yd.
Rock Backfill 14 Cu. Yd.
Test Hole No. 9
Test Hole No. 10
Test Hole No. 13
Ground Elev.
"WL2" 1581+32.36 P.S.
"EL2" 1581+32.36 P.O.T.
"WL2" +00 Inst. 18" Pipe - 66'
EL2 +00 Inst. 18" Pipe - 36'
Str. Exc. 47 Cu. Yd.
Tr. Exc. 20 Cu. Yd.
"EL2" +00 Inst. 24" Pipe - 72'
Str. Exc. 28 Cu. Yd.
Tr. Exc. 10 Cu. Yd.
Inst. 24" Pipe - 68'
"WL2" +50 Str. Exc. 45 Cu. Yd.
Tr. Exc. 50 Cu. Yd.
"EL2" Line
"WL2" Line
Emb. 19019
Exc. 4710
Emb. 4361
L.O.H. 46 C. Yd. Sta.
Exc. 15523
Emb. 14973
Slide Area Exc. (Below Subgrade)
Emb. Placed as directed
Emb. 135
Emb. 2188
Emb. 614
Note: - See Sheet 7A for Profiles and Distribution on "A" & "Bi" Lines.
See Sheet 7A
"EL2" 432.13
1575
1580
1585
1590
1597
470
480
Cabin Creek
R/W Line
Inst. 8" Perf. Met. Pipe - 90'
"L2" 1577+16.26 P.O.T. =
"T" 1577+16.26 P.S. (14' Lt.)
Remove Extg. Pipe
Timber Trestle
Const. Broken Conc. Slope Protection
Inst. 18" Pipe - 120'
Inst. 24" Pipe
Inst. 8" Perf. M
"L2" 1581+32.36 P.O.T. =
"WL2" 1581+32.36 P.S. =
"EL2" 1581+32.36 P.O.T.
Sec 32
250'
"T" Line
PACIFIC
"WL2" Line
500' Spiral
"T" Line
R/W Line
"WL2" 1586+32.36 P.S.C.
Remove Extg. Pvmt.
"EL2" 1587+74.39 P.S.
Inst. 18" Pipe - 66'
"T" 1590+52.07 P.T. =
"Bi" 1590+34.36 P.O.T.
"EL2" Line
500' Spiral
"EL2" 1592+74.39 P.S.C.
Inst. 24" Pipe - 66'
Test Hole No. 8
"A" Line Projected
R.R. R/W
R/W Line
Extg. Hwy.
"Bi" Line
"Bi" Line Projected
1595
"Bi" 1598+10.26 P.C.S.

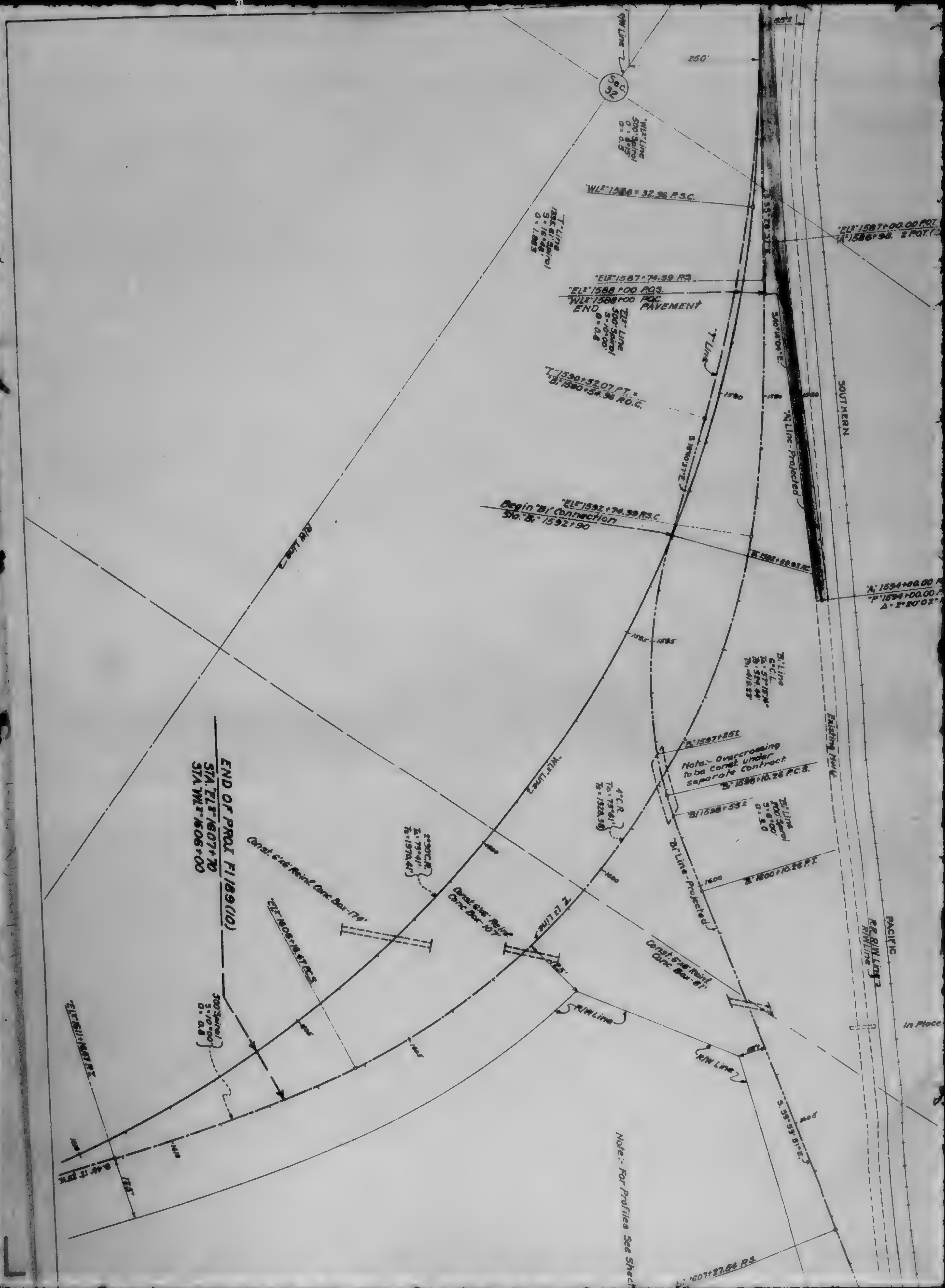

R/W Line
Sec. 32
250'
85'±
"WL2" Line
500' Spiral
S=8°15'
θ=0.5
"WL2" 1586+32.36 P.S.C.
T Line
1335.81' Spiral
S=16°46'
θ=1.865
"EL2" 1587+00.00 P.O.T.=
"A" 1586+98. ± P.O.T. (26' Lt.)
"EL2" 1587+74.39 P.S.
"EL2" 1588+00 P.O.S.
"WL2" 1588+00 P.O.C.
END PAVEMENT
"EL2" Line
500' Spiral
S=10°00'
θ=0.8
S.40°14'04"E.
"T" Line
"T" 1590+52.07 P.T.=
"B1" 1590+54.96 P.O.C.
1590
"A1" Line-Projected
SOUTHERN
Const. "A1" Connection
S.16°40'57"E.
"EL2" 1592+74.39 P.S.C.
Begin "B1" Connection
Sta. "B1" 1592+90
"B1" 1592+89.92 P.C.
"A1" 1594+00.00 P.O.T.=
"P" 1594+00.00 P.O.T.
Δ=2°20'02" Rt.
R/W Line
1595
"B1" Line
6°C.L.
Δ=57°15'14"
T=534.44'
L=419.23'
"B1" 1597+25±
Note:- Overcrossing to be Const. under separate Contract.
"B1" 1598+10.26 P.C.S.
"B1" 1598+55±
"B1" Line
200' Spiral
S=6°00'
θ=3.0
Existing Hwy.
"WL" Line
4°C.R.
Δ=73°41'
T=1328.38'
2°30'C.R.
Δ=73°41'
T=1970.41'
1600
"B1" 1600+10.26 P.T.
"B1" Line-Projected
Const. 6'x6' Reinf. Conc. Box-174'
Const. 6'x6' Reinf. Conc. Box-107'
"EL2" Line
"EL2" 1606+16.47 C.S.
Const. 6'x6' Reinf. Conc. Box-61'
R/W Line
PACIFIC
R.R. R/W Line
R/W Line
In Place 6'x4' Reinf. Conc. Box-47'
1605
S.53°59'51"E.
Note:- For Profiles See
END OF PROJ. EL

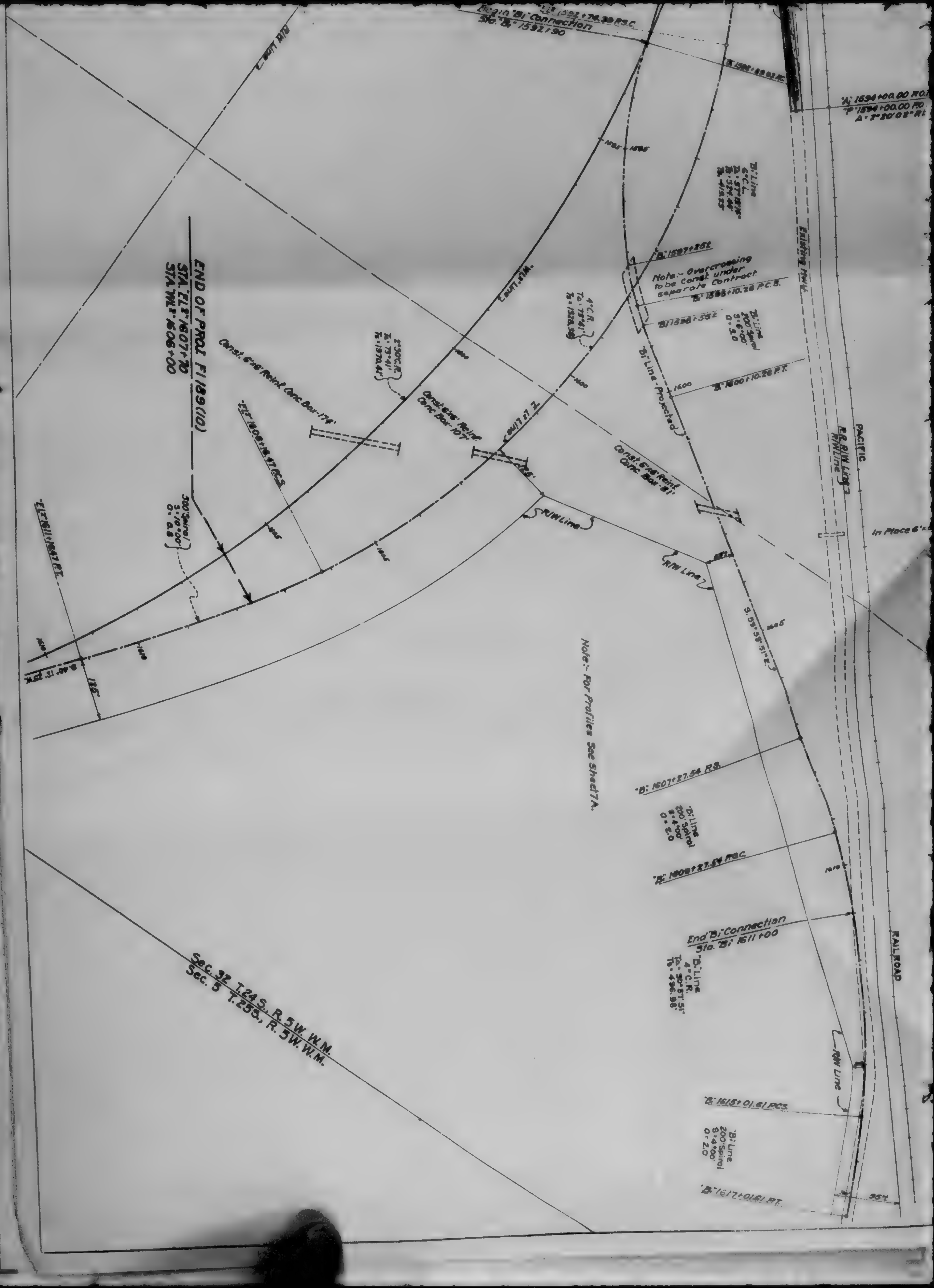


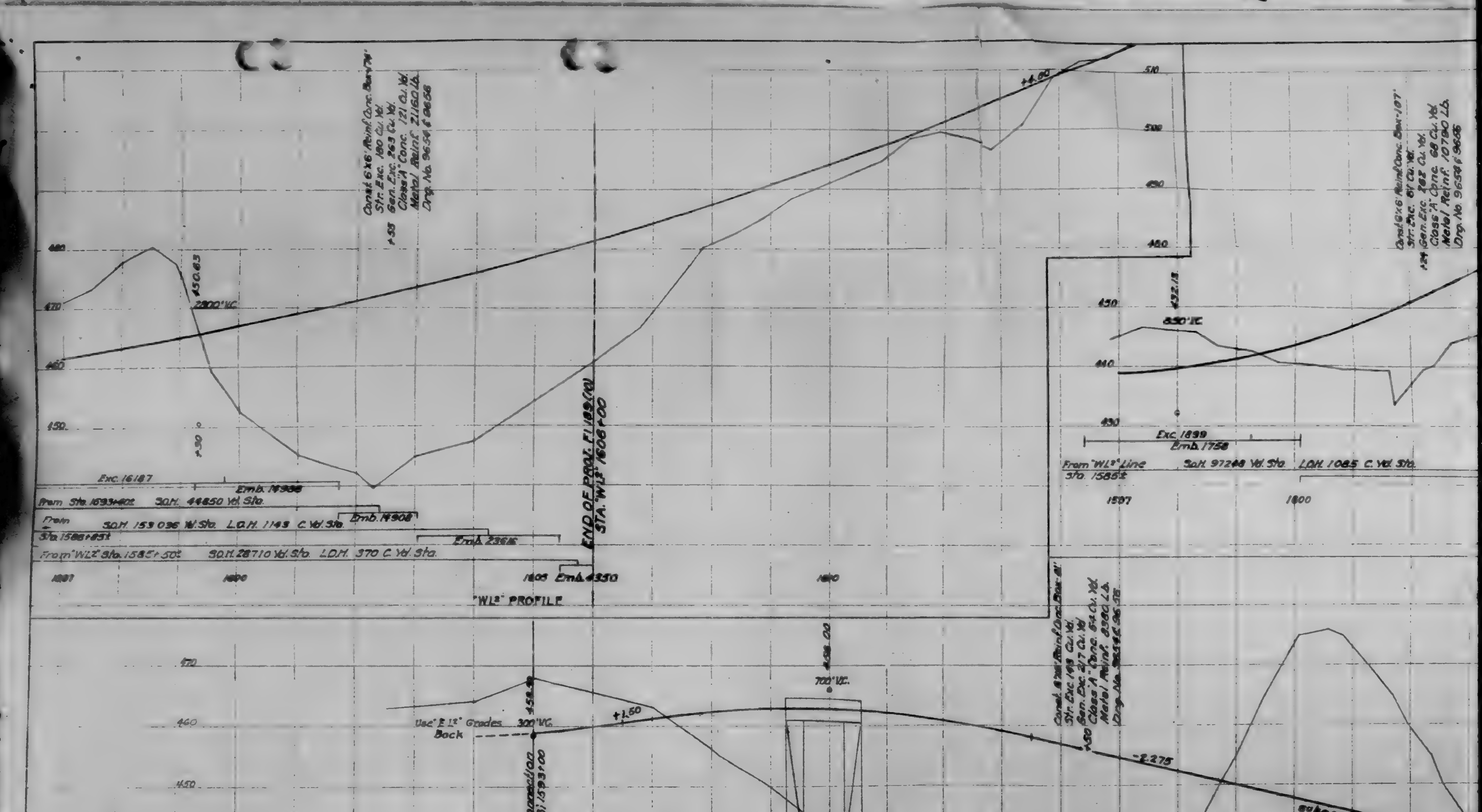
CHENOWETH PARK-OAKLAND JCT. UNIT,
CHENOWETH PARK- DEADY SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

SHEET No. 7

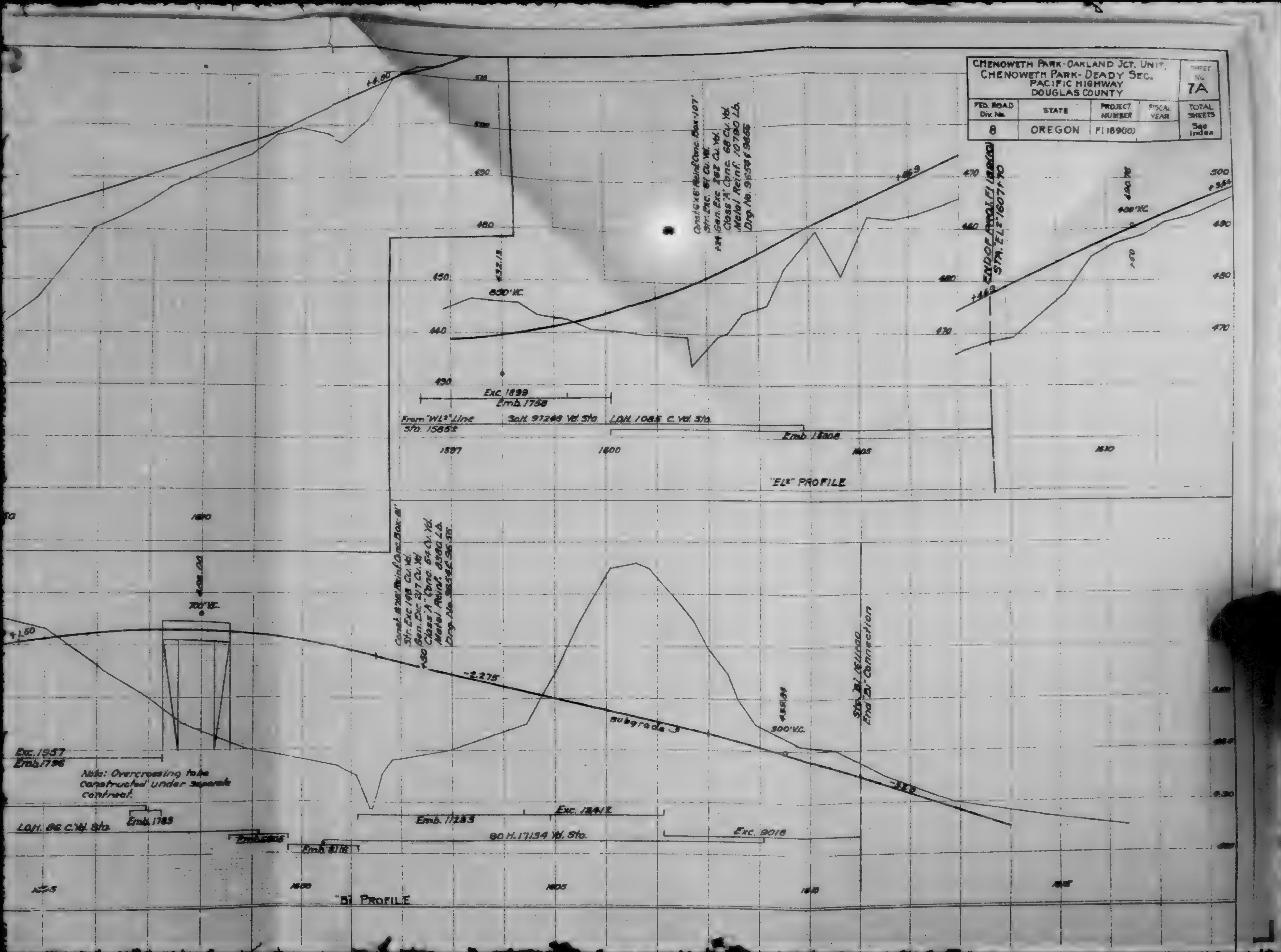
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F.I. 189 (10)		See Index

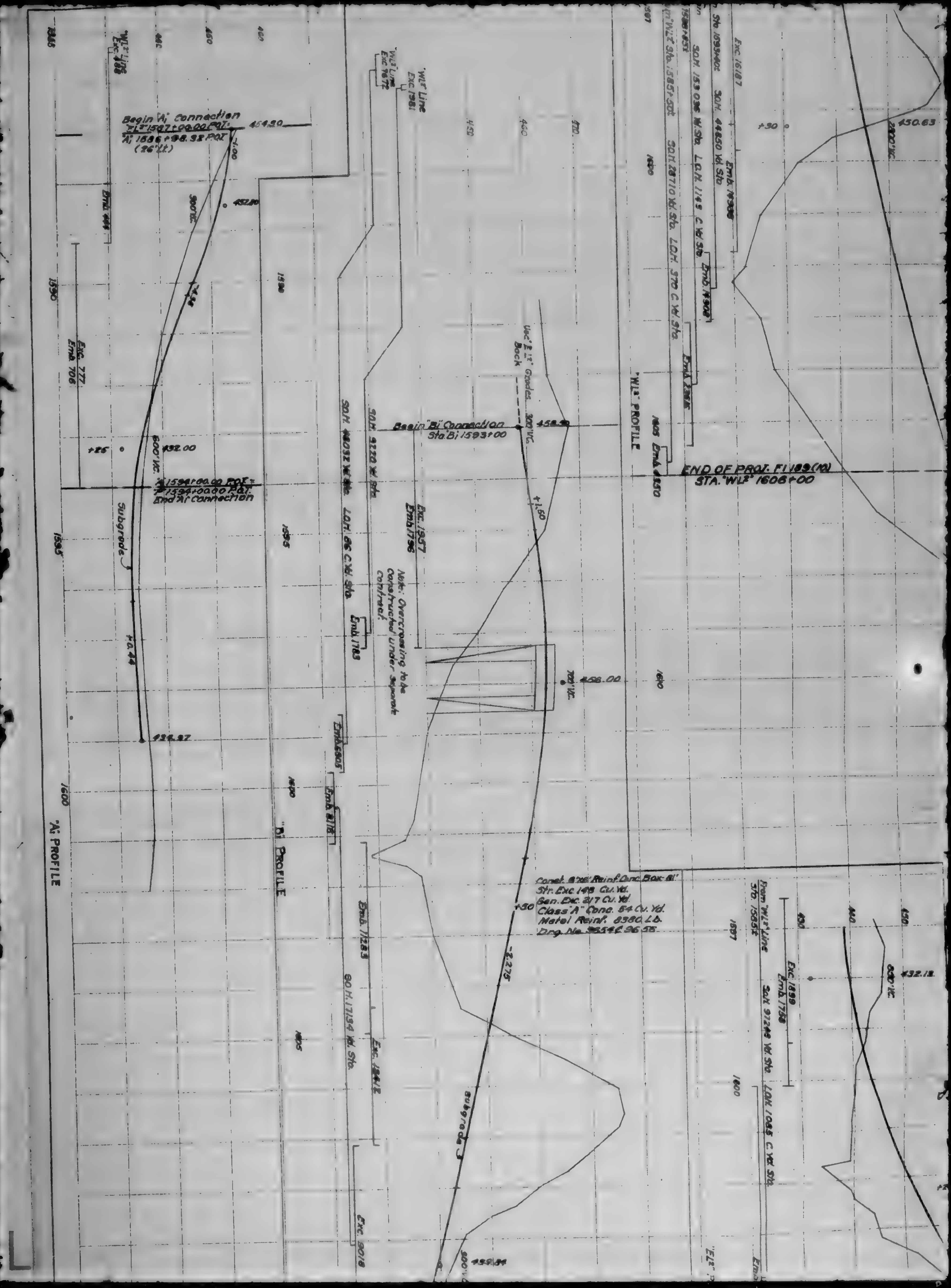

¼ Line
Sec. 32
250'
85'±
"WL2" Line
500' Spiral
S=8°15'
O=0.5
"WL2" 15▒6 = 32.36 P.S.C.
"T" Line
1385.81' Spiral
S=16°48'
O=1.883
"EL2" 1587+00.00 P.O.T.
"A1" 1586+98. 2 P.O.T.
"EL2" 1587+74.39 R.S.
"EL2" 1588+00 P.O.S.
"WL2" 1588+00 P.O.C.
END PAVEMENT
"EL2" Line
500' Spiral
S=10°00'
O=0.8
"T" Line
S.00°14'04"E.
"T" 1590+52.07 P.T. =
"B1" 1590+54.36 P.O.C.
1590
1590
1590
"A1" Line-Projected
SOUTHERN
S.19°40'37"E.
"EL2" 1592+74.39 R.S.C.
Begin "B1" Connection
Sta. "B1" 1592+90
"B1" 1592+88.02 P.C.
"A1" 1594+00.00
"P" 1594+00.00
Δ = 2°20'02"
℄ Sur. R/R
1595 - 1595
"B1" Line
6°C.L.
TA = 57°15'
T1 = 374.44'
T2 = 419.23'
Existing Hwy.
"B" 1597+25±
Note:- Overcrossing to be const. under separate Contract.
"B1" 1598+10.26 P.C.S.
"B1" 1598+55±
"B1" Line
700' Spiral
S=6°00'
O=3.0
4°C.R.
TA = 73°41'
T2 = 1328.38'
"WL2" Line
END OF PROJ. F1 189(10)
STA. "EL2" 1607+70
STA. "WL2" 1606+00
2°30'C.R.
TA = 73°41'
T2 = 1970.41'
Const. 6'x6' Reinf. Conc. Box-174'
Const. 6'x6' Reinf. Conc. Box-107'
"EL2" Line
"EL2" 1606+18.47 P.C.S.
1600
1600
1600
"B1" 1600+10.26 P.T.
"B1" Line-Projected
Const. 6'x6' Reinf. Conc. Box-81'
PACIFIC
R.R. R/W Line
R/W Line
In Place
125'
R/W Line
R/W Line
500' Spiral
S=10°00'
O=0.8
1605
1605
1606
"EL2" 1611+18.67 P.T.
S.46°12'23"W.
125'
1610
1610
S.59°53'51"E.
Note:- For Profiles See Shee
"B1" 1607+27.54 R.S.

Begin "B1" Connection
Sta. "B1" 1592+90
"L8" 1592+74.30 P.S.C.
"L8" 1593+99.02 P.C.
"A" 1594+00.00 P.O.
"P" 1594+00.00 P.O.
A = 2°20'08" Rt
1595 1595
"B1" Line
6°C.L.
Δ = 57°15'15"
R = 574.44'
T = 419.25'
"B1" 1597+25±
Note:- Overcrossing to be Const. under separate Contract.
"B1" 1598+10.26 P.C.S.
"B1" 1598+55±
"B1" Line
200' Spiral
9 = 6°00'
0 = 3.0
4°C.R.
Δ = 73°41'
T = 1328.39
2°30'C.R.
Δ = 73°41'
T = 1970.41
"B1" Line-Projected
1600
"B1" 1600+10.26 P.T.
Existing Hwy.
PACIFIC
R.R. R/W Line
R/W Line
END OF PROJ. F1 189(10)
STA. "EL5" 1607+70
STA. "WL5" 1606+00
Const. 6'x6' Reinf. Conc. Box-174'
"EL5" 1606+16.47 P.C.S.
Const. 6'x6' Reinf. Conc. Box-107'
Bull Cl. 2
Const. 6'x6' Reinf. Conc. Box-81'
R/W Line
R/W Line
300' Spiral
S = 10°00'
O = 0.8
"EL5" 1611+16.47 P.T.
8.40' Lt. Sta.
135'
1605
1600
1610
S. 85°39'51" E.
In Place 6'x
Note:- For Profiles See Sheet 7A.
"B1" 1607+27.54 P.S.
"B1" Line
200' Spiral
8 = 4°00'
0 = 2.0
"B1" 1609+27.54 P.S.C.
End "B1" Connection
Sta. "B1" 1611+00
"B1" Line
4°C.R.
Δ = 90°57'51"
T = 496.98'
R/W Line
"B1" 1615+01.61 P.C.S.
"B1" Line
200' Spiral
8 = 4°00'
0 = 2.0
"B1" 1617+01.61 P.T.
35'±
RAILROAD
Sec. 32 T.24S. R.5W. W.M.
Sec. 5 T.25S. R.5W. W.M.

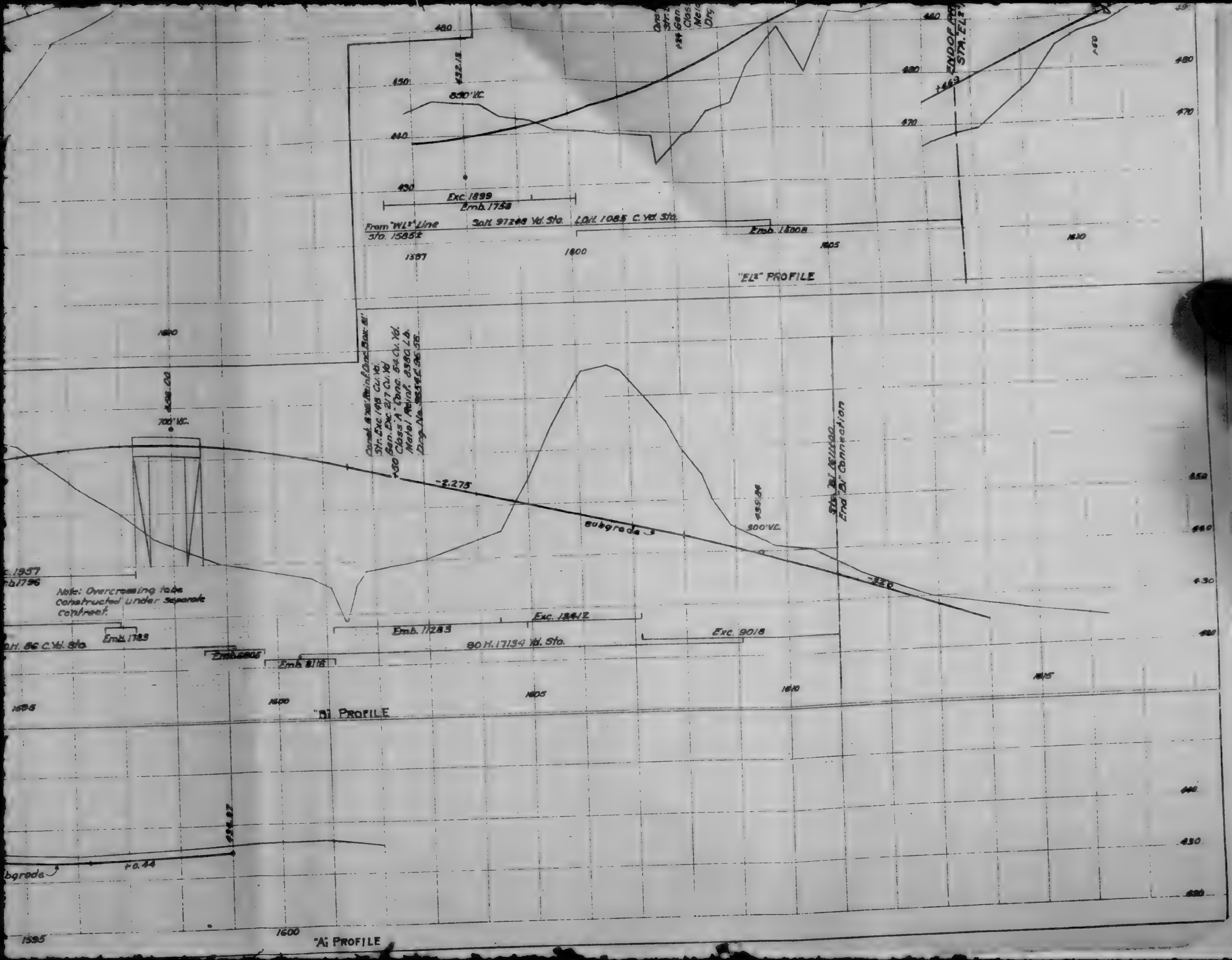

Const. 6'x6' Reinf. Conc. Box-74'
Str. Exc. 180 Cu. Yd.
+55 Gen. Exc. 263 Cu. Yd.
Class "A" Conc. 121 Cu. Yd.
Metal Reinf. 21160 Lb.
Drg. No. 9654 & 9656
+4.60
510
500
490
480
470
460
450
450.63
2800' V.C.
+30
Exc. 16187
Emb. 14988
From Sta. 1593+40± 3O.H. 44850 Yd. Sta.
From Sta. 1588+85± 3O.H. 153 036 Yd. Sta. L.O.H. 1143 C. Yd. Sta.
Emb. 14908
Emb. 23616
From "WL2" Sta. 1585+50± 3O.H. 28710 Yd. Sta. L.O.H. 370 C. Yd. Sta.
1601
1600
1605 Emb. 4350
1610
"WL2" PROFILE
END OF PROJ. F1189(10)
STA. "WL2" 1606+00
Const. 6'x6' Reinf. Conc. Box-107'
Str. Exc. 61 Cu. Yd.
+24 Gen. Exc. 262 Cu. Yd.
Class "A" Conc. 68 Cu. Yd.
Metal Reinf. 10790 Lb.
Drg. No. 9654 & 9656
432.15
850' V.C.
440
430
Exc. 1899
Emb. 1758
From "WL2" Line Sta. 1585±
3O.H. 97248 Yd. Sta.
L.O.H. 1085 C. Yd. Sta.
1597
1800
470
460
450
460
458.50
Use "E1 2" Grades Back
300' V.C.
+1.50
456.00
700' V.C.
Begin "Bi" Connection Sta. Bi 1593+00
Const. 6'x6' Reinf. Conc. Box-81'
Str. Exc. 148 Cu. Yd.
Gen. Exc. 217 Cu. Yd.
Class "A" Conc. 54 Cu. Yd.
Metal Reinf. 8380 Lb.
Drg. No. 9654 & 9656
+50
-2.275
Subgrade
"WL2" Line Exc. 1981
"WL2" Line Exc. 1672
Exc. 1957
Emb. 1796
Note: Overcrossing to be constructed under separate contract.
3O.H. 9220 Yd. Sta.
3O.H. 46032 Yd. Sta. L.O.H. 66 C. Yd. Sta.
Emb. 1783
Emb. 6806
Emb. 8118
Emb. 11283
Exc. 18412
8O.H. 17134 Yd. Sta.
Exc. 9
1590
1595
1600
1605
"Bi" PROFILE
454.30
-1.00

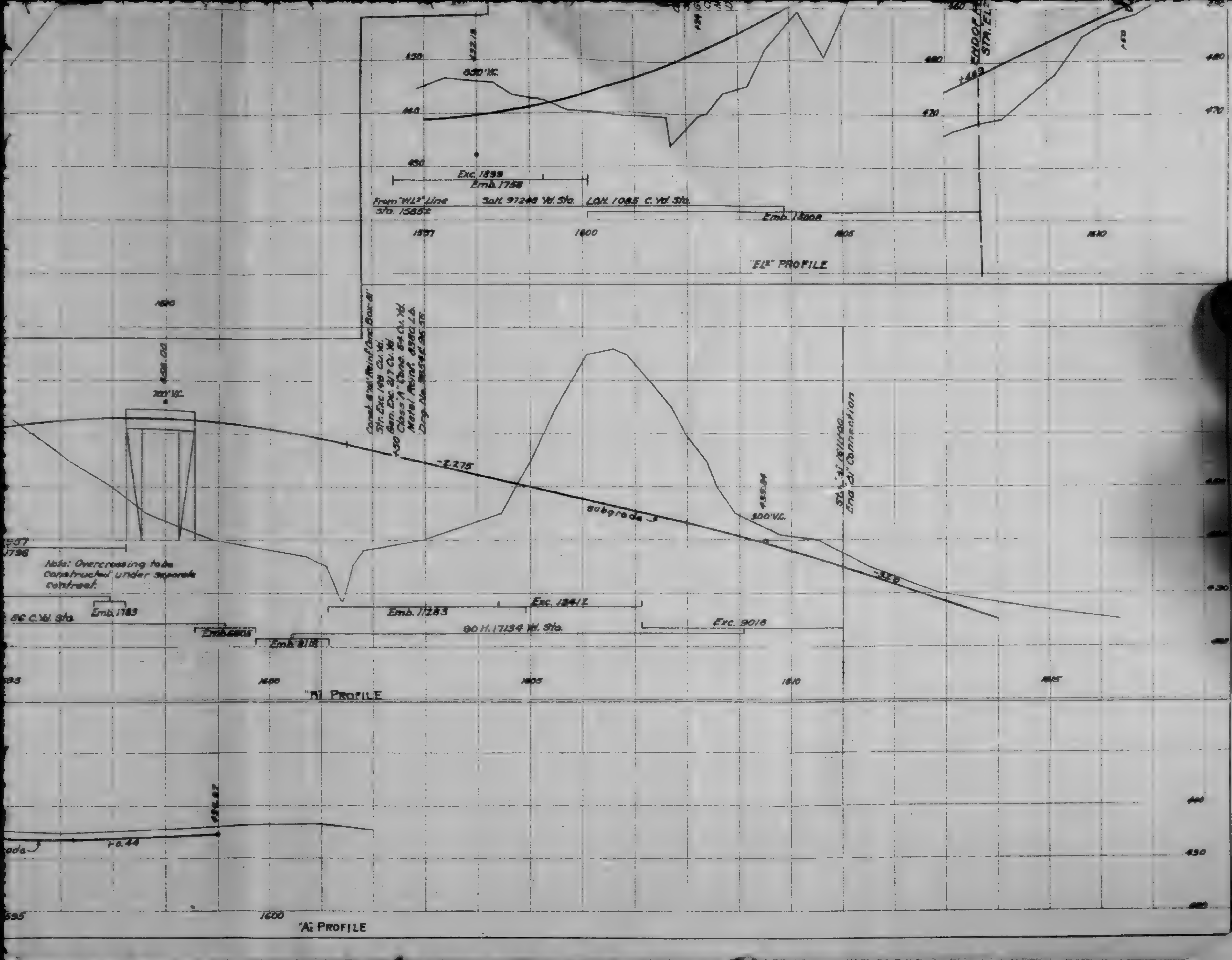
CHENOWETH PARK-OAKLAND JCT. UNIT, CHENOWETH PARK- DEADY SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 7A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	FI 189(10)		See Index





Begin 'A' Connection
"WL" 1597+00.00 P.O.T. =
"A" 1586+98.32 P.O.T.
(96' Lt.)
454.20
"WL" Line
Exc. 186
Exc. 777
Emb. 706
600' V.C.
432.00
"A" 1594+00.00 P.O.T. =
"F" 1594+00.00 P.O.T.
End 'A' Connection
Subgrade
+0.44
434.97
"A" PROFILE
"B" PROFILE
"WL" Line
Exc. 9672
Exc. 1981
Exc. 1957
Emb. 1796
Note: Overcrossing to be constructed under separate contract.
Begin "B" Connection
Sta. "B" 1593+00
458.50
300' V.C.
Use "B-1" Grades Back
+1.60
700' V.C.
456.00
Conc. 8'x8' Reinf. Conc. Box "B"
Str. Exc. 148 Cu. Yd.
Gen. Exc. 217 Cu. Yd.
Class "A" Conc. 54 Cu. Yd.
Metal Reinf. 8380 Lb.
Drg. No. 35546 96 55
-2.275
Subgrade
439.84
Emb. 11263
Exc. 12412
Exc. 3018
Emb. 6118
Emb. 6805
Emb. 11163
"WL" PROFILE
END OF PROJ. F1189(10)
STA. "WL" 1606+00
Emb. 4830
Emb. 14308
Emb. 14908
Emb. 23616
Exc. 16187
450.63
2000' V.C.
+30
From "WL" Line
Sta. 1585+
Exc. 1899
Emb. 1758
432.12
800' V.C.
1590
1595
1600
1605
1610
1597


"EL2" PROFILE
From "WL2" Line
Sta. 1585±
Sol. 97248 Yd. Sta.
LOH. 1085 C. Yd. Sta.
Exc. 1899
Emb. 1758
Emb. 15008
832.18
830' V.C.
+463
END OF PROFILE
STA. "EL2"
+50
1597
1600
1605
1610
430
440
450
460
470
480
Const. 6'x6' Reinf. Conc. Box 61'
Str. Exc. 148 Cu. Yd.
Gen. Exc. 217 Cu. Yd.
Class "A" Conc. 54 Cu. Yd.
Metal Reinf. 8380 Lb.
Drg. No. 38546 96.56
+30
-2.275
Subgrade
-3.20
700' V.C.
436.00
300' V.C.
439.84
Sta. "B1" 1611+00
End "B1" Connection
Exc. 1957
Emb. 1796
Note: Overcrossing to be constructed under separate contract.
OH. 86 C. Yd. Sta.
Emb. 1783
Emb. 6605
Emb. 8118
Emb. 11283
Exc. 18612
80 H. 17134 Yd. Sta.
Exc. 9018
"B1" PROFILE
1595
1600
1605
1610
1615
"A" PROFILE
Subgrade
+0.44
436.97
420
430
440


"EL²" PROFILE
From "WL²" Line
Sta. 1585±
Exc. 1899
Emb. 1758
Sal. 97249 Yd. Sta.
LOH. 1085 C. Yd. Sta.
Emb. 15008
1597
1600
1605
1610
450
460
470
480
830' V.C.
432.18
+469
+50
END OF
STA. "EL²
Concl. 8'x8' Reinf. Conc. Box @
Str. Exc. 148 Cu. Yd.
Gen. Exc. 217 Cu. Yd.
Class "A" Conc. 54 Cu. Yd.
Metal Reinf. 8380 Lb.
Drg. No. 96546 96.55
+50
-2.275
700' V.C.
458.00
subgrade
500' V.C.
439.84
-3.20
Sta. "Ai" 1611+00
End "Ai" Connection
1597
1796
Note: Overcrossing to be constructed under separate contract.
86 C. Yd. Sta.
Emb. 1183
Emb. 6805
Emb. 8118
Emb. 11283
Exc. 13417
80 H. 17134 Yd. Sta.
Exc. 9018
1595
1600
1605
1610
1615
"Ai" PROFILE
+0.44
434.87
430
440
450
"Ai" PROFILE

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 14, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project FI-189(10), Chenoweth Park-Oakland Junction Section of the Pacific Highway, to McNutt Bros. of Eugene, Oregon, low bidder in the amount of $467,836.50 at the March 14, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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STATE HIGHWAY COMMISSION

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OREGON DISTRICT
FI-189(10)
2666
FI-18

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project No. FI-189(10)
Chenoweth Park-Oakland Junction
Sec. of the Pacific Highway -
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

Copy made for Mr. Paterson

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OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project FI-189 (10), Cheneweth Park-Oakland Junction Section of the Pacific Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

BF-123(4) Bridge at Reedsport over 1952
Scholfield Creek on Oregon
#3667 Coast Highway.

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OREGON STATE HIGHWAY DEPARTMENT
(date)
Sept. 4, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3667	16-Final	Tom Lillebo

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17218	B-75336	$ 18,584.87	9/3/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

JStern
ACCOUNTING DIVISION

Specified completion Date: May 31, 1953

Time Extensions: to June 16, 1953 without penalty

Completion Date: June 15, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-4-53

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: KW

NOTED ON CARD
9-11-53

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RF-138(4)

3667

August 25, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 3667 for work performed on the Scholfield Creek Section of the Oregon Coast Highway in Douglas County was completed by the contractor, Tom Lillebo, on June 15, 1953 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $16,584.87 will be released to the contractor on or after September 4, 1953. The total contract amount is $228,604.45, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

ru

cc - Glens Falls Indemnity Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Glens Falls Indemnity Co.
Glens Falls,
New York

NOTED ON CARD
8-25-53

RECEIVED
JUL 30 1953
FOR FILING

[illegible]

3667

July 29, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on July 22, 1953, had under discussion your request for an extension of time of 16 days, from May 31 to June 16, 1953, within which to complete your contract No. 3667 for construction of the Scholfield Creek Bridge on the Oregon Coast Highway, Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

Robert F. Dow,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
7-29-53 gl

RECEIVED
FOR FILING

[illegible]-8(1)

[illegible]

July 14, 1953

Request for Extension of Time
No. 6
August 6 and 7 Meeting

Oregon State Highway Commission

Gentlemen:

Re: Scholfield Creek Bridge
Contract No. [illegible]
Tom Lillebo, Contractor

Attached hereto is a request from Tom Lillebo, Contractor for the construction of the Scholfield Creek Bridge on the Oregon Coast Highway at Reedsport.

The contract completion date was May 31, 1953. The bridge was opened to traffic on April 3, 1953, nearly two months ahead of the completion date. Because of inclement weather, the painting was postponed and finished June 16, 1953. The delay has not been the fault of the contractor. It is recommended that an extension from May 31, 1953 to June 16, 1953 be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Inclosures

cc Mr. G. S. Paxson

GSP:cb fp

RECEIVED
[illegible]
FOR FILING

April 23, 1952

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, fully executed copy of contract No. 3667, which was awarded to you on March 14, 1952 by the State Highway Commission, covering Scholfield Creek Bridge on the Oregon Coast Highway in Douglas County.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

NPPKS-4

REFER TO FILE
NO. NPP 800.6(Schol.Cr.-Bridges)-2

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

April 16, 1952.

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem
Oregon

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

Confirming the telephone conversation today with Mr. W. C. Williams, this is to advise that Mr. Herb. Bryanan, Manager of the Reedsport Lumber Company, Reedsport, Oregon, advised this office by telephone today that the contractor, Mr. Tom Lillibo, constructing the new temporary bridge across Scholfield Creek near Reedsport, had blocked the channel to such extent that they were unable to deliver log rafts to their mill in Reedsport.

Mr. Bryanan stated that delivery of two rafts to their mill was being delayed at this time by reason of the bridge construction, and that these two rafts were the first to come out of Scholfield Creek since January.

It is requested that every effort be made to provide sufficient widths during construction so that no undue delays will be caused to navigation. Specified width for the navigation span of the temporary bridge is 40 feet.

Please advise of the action taken to alleviate this condition in order that a reply may be made to Mr. Bryanan.

For the District Engineer:

Very truly yours,

James W. Sloat

James W. Sloat,
Lt. Colonel, Corps of Engineers,
Executive Officer.

RECEIVED

RECEIVED
MAR 18 1952
FOR FILING

March 17, 1952

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on March 14th awarded you Contract No. 3667 for construction of a bridge at Reedsport over Scholfield Creek on the Oregon Coast Highway in Douglas County. This award was based on your low bid of $237,709.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]
Enc.

cc - W. H. Franzwa
H. G. Smith
S. H. Probert
G. S. Paxson

RECEIVED
MAR 24 1952
FOR FILING

Cross Referenced To:
Maint
Traffic Safety
Sidewalks

B7-128 (4)

3667

5566

March 14, 1952

Mr. F. Ivan Gay
Lower Umpqua Chamber of Commerce, Inc.
Reedsport, Oregon

Dear Mr. Gay:

Reference is made to your letter of March 3, concerning sidewalk arrangements on the proposed Schofield Creek Bridge at Reedsport.

We are providing a 5-foot sidewalk on each side of the roadway for the new bridge. This sidewalk will be raised nine inches above the roadway surface and will not be at the roadway surface and separated from it by a curb as is the case on the existing structure.

We have given serious consideration to your suggestion that a railing be placed between the sidewalk and the roadway. A decision on this matter is of considerable importance because it would affect not only this bridge but hundreds of other structures. We feel that the sidewalk provisions here are as safe as at many other points and are as safe as long distances of our highway through cities where the sidewalk is alongside the roadway, no parking is permitted, and the moving lanes are immediately adjacent to these sidewalks. To place handrail between the sidewalk and the roadway would necessitate widening our structures by at least 4 feet because of the necessity of providing a setback of the handrail from the edge of the curb. This would be a material increase in cost, and we have so many calls for road improvement that every dollar expended must be watched carefully.

Our records show that the raised sidewalk as proposed is a safe installation. I believe that, when this structure is completed, you will agree with me that every reasonable precaution has been taken to safeguard pedestrians.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm lg
cc Mr. G. S. Paxson

ASSIGNMENT

No. 6564

March 5, 1952

By RH

Description: **Letter 3-3-52 from F. Ivan Gay, Lower Umpqua C. of C., Reedsport about plans for bridge over Scholfield Creek (hand rails on pedestrian walkways)**

Acknowledged by _____ Referred to ____**PAXSON**________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature
xx _**Please prepare a reply for my signature.**_________

Assignment executed 3-18-52 hi Report received ________

Remarks:

WINCHESTER BAY • GARDINER • SCOTTSBURG • REEDSPORT •

LOWER UMPQUA **Chamber of Commerce, Inc.**

Reedsport, Oregon
HEADQUARTERS
REEDSPORT, OREGON

March 3,1952

R.H.Baldock
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Safety Committee of the Lower Umpqua Chamber of Commerce notes with concern that the proposed plans for the new bridge over the Scholfield creek do not include inside hand rails on the pedestrian walkways.

This lack has always been deplored by the PTA of this community because so many grade school children use this bridge which is part of Highway 101 and heavily traveled. At the present time an eight inch divider separates the pedestrian lane from the traffic. This divider was installed some years ago as a compromise to the PTA's demand for a guard rail. Experience has proven that the divider is a poor safety device because it tempts children to walk on top of it and they frequently stumble and step into the traffic lane. We cannot expect adult behavior from small children particulary on a bridge consequently we strongly urge that an inside rail be installed on the walkway of the new Scholfield bridge.

Thanking you for any consideration in this matter, I am.

Sincerely Yours
F. Ivan Gay.
F.IVAN GAY, Chairman
L.U.C.of C. Safety Committee

13

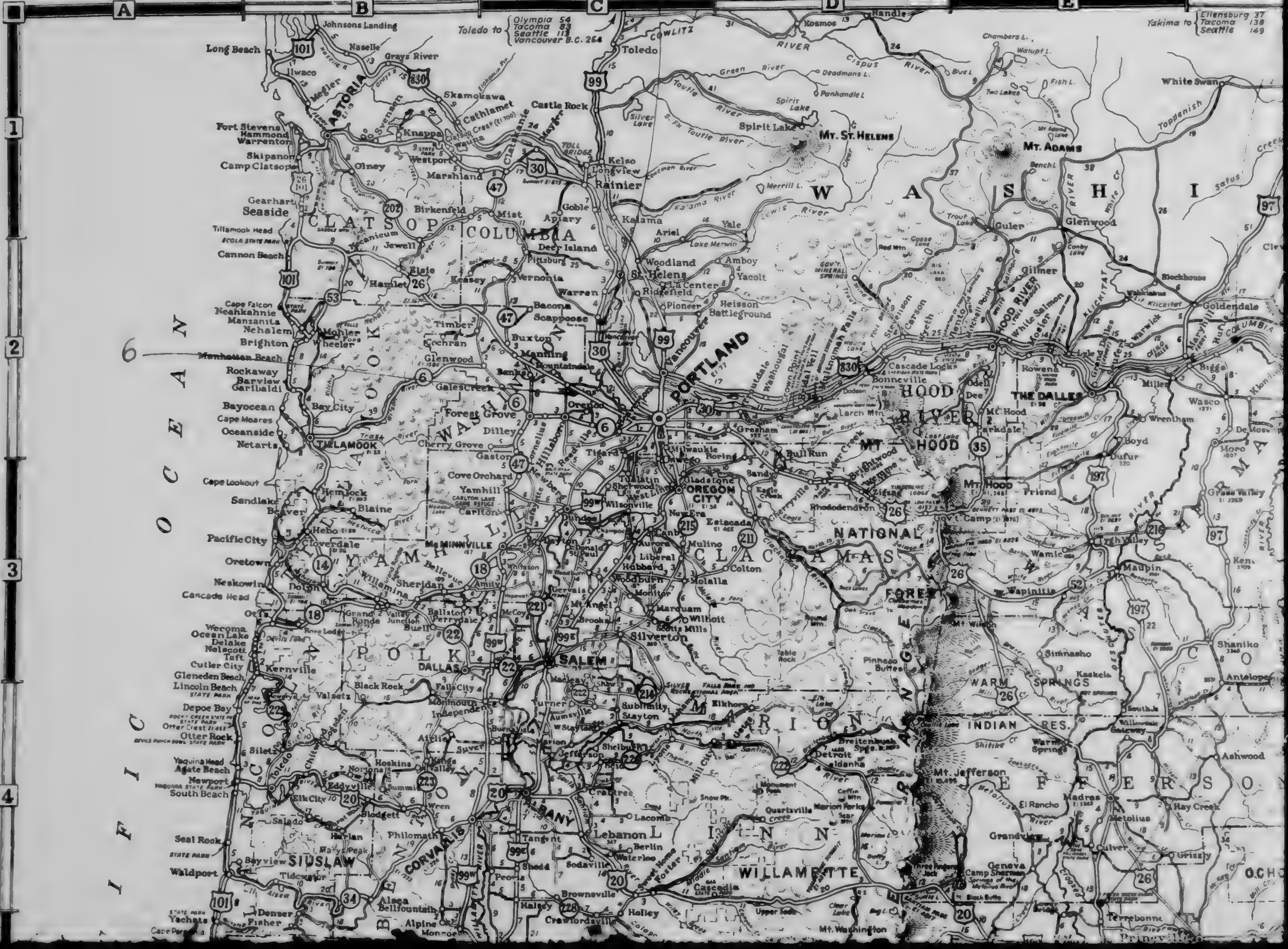
Red Figures Indicate Distances Between Red Stars

U. S. Highway 30, from Ontario to Seaside, and U. S. Highways 197 a

INDEX TO CITIES AND TOWNS WITH POPULATIONS

OREGON

Adams, 154	2-H
Adel	9-G
Adrian	6-J
Agate Beach	4-A
Airlie	4-B
Albany, 10,115	4-C
Algoma	8-D
Alsea	4-B
Amity, 672	3-C
Antelope, 60	4-F
Applegate	8-B
Arlington, 686	2-F
Ashland, 7,739	9-C
Astoria, 12,331	1-B
Athena, 750	2-H
Aumsville, 281	4-C
Aurora, 242	3-C
Austin, 39	4-H
Baker, 9,471	4-I
Ballston	3-B
Bandon, 1,251	7-A
Banks, 376	2-C
Bay City, 761	2-B
Bayocean	2-B
Beatty	8-E
Beaver	3-B
Beaverton, 2,512	2-C
Belknap Springs	5-D
Bend, 11,409	5-E
Biggs	2-E
Bingham Springs	2-I
Birkenfeld	1-B
Blachly	5-B
Black Rock	4-B
Blalock	2-F
Blodgett	4-B
Blue River	5-D
Bly	8-E
Boardman, 120	2-G
Bonanza, 259	9-E
Bonneville	2-D
Boring	3-D
Breitenbush	4-D
Bridal Veil	2-D
Bridge	7-B
Brighton	2-B
Brookings, 1,525	9-A
Brooks	3-C
Brownsville, 1,175	4-C
Burns, 3,093	6-H
Butte Falls, 372	8-C
Buxton	2-C
Canby, 1,671	3-C
Cannon Beach	2-B
Canyon City, 508	5-H
Canyonville, 861	7-B
Carlton, 1,081	3-C
Cascade Locks, 733	2-D
Cascadia	4-C
Cave Junction, 283	9-B
Central Point, 1,667	8-C
Cherryville	3-D
Chiloquin, 668	8-D
Clatskanie, 901	1-C
Cloverdale	3-B
Coburg, 693	5-C
Condon, 968	3-F
Coos Bay, 6,223	6-A
Coquille, 3,523	7-A
Cornelius, 906	2-C
Corvallis, 16,207	4-B
Cottage Grove, 3,536	6-C
Cove, 282	3-I
Crabtree	4-C
Crater Lake	7-D
Crawfordsville	5-C
Creswell, 662	5-C
Culver, 301	4-E
Cushman	5-A
Cutler City	3-B
Dairy	9-E
Dallas, 4,793	3-B
Dayton, 719	3-C
Dayville, [illegible]	4-G



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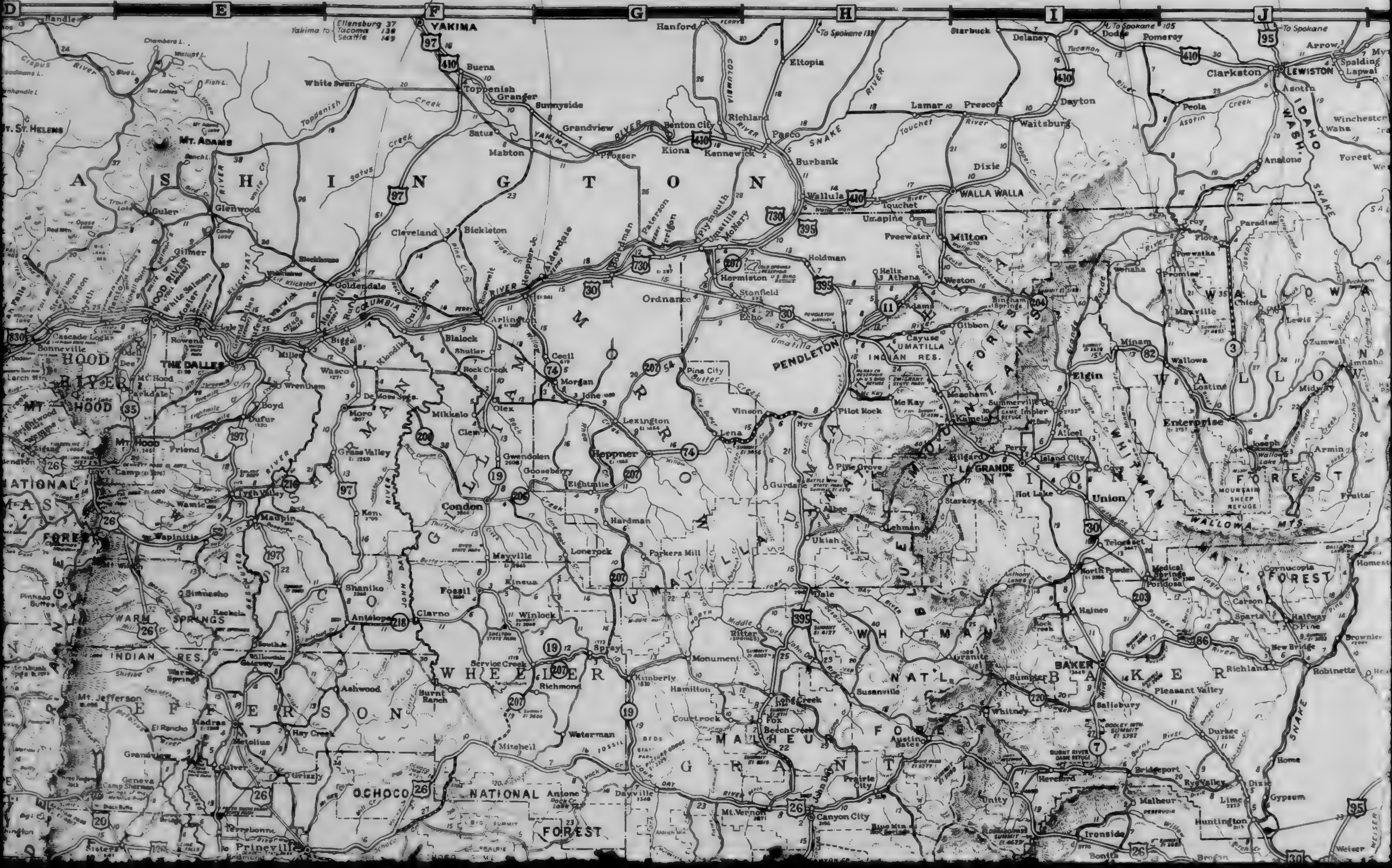
30, from Ontario to Seaside, and U. S. Highways 197 and 26, around Mt. Hood, are the paths of the historic OLD OREGON TRAIL Red Figures Indicate Distances Be



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27

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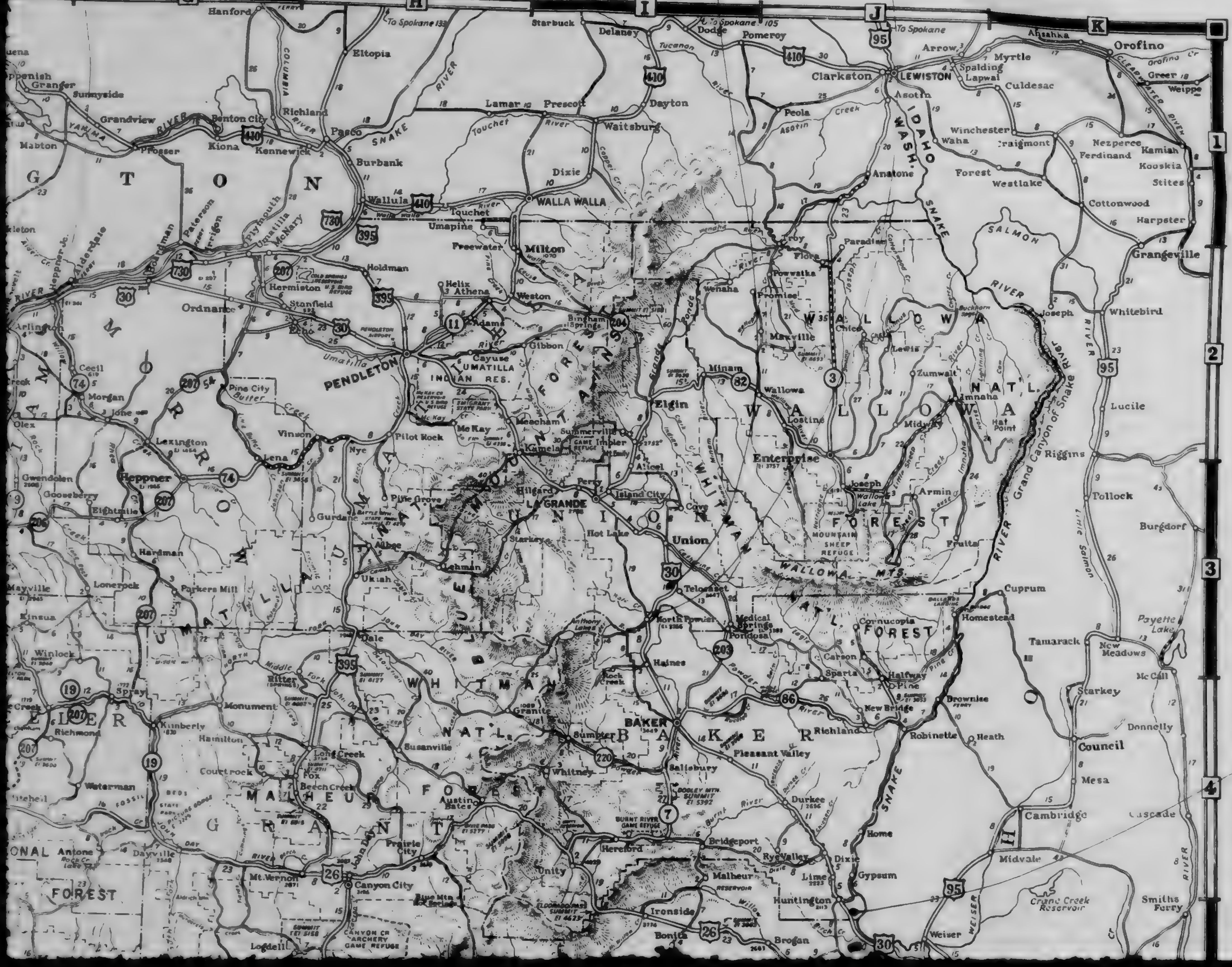
round Mt. Hood, are the paths of the historic OLD OREGON TRAIL

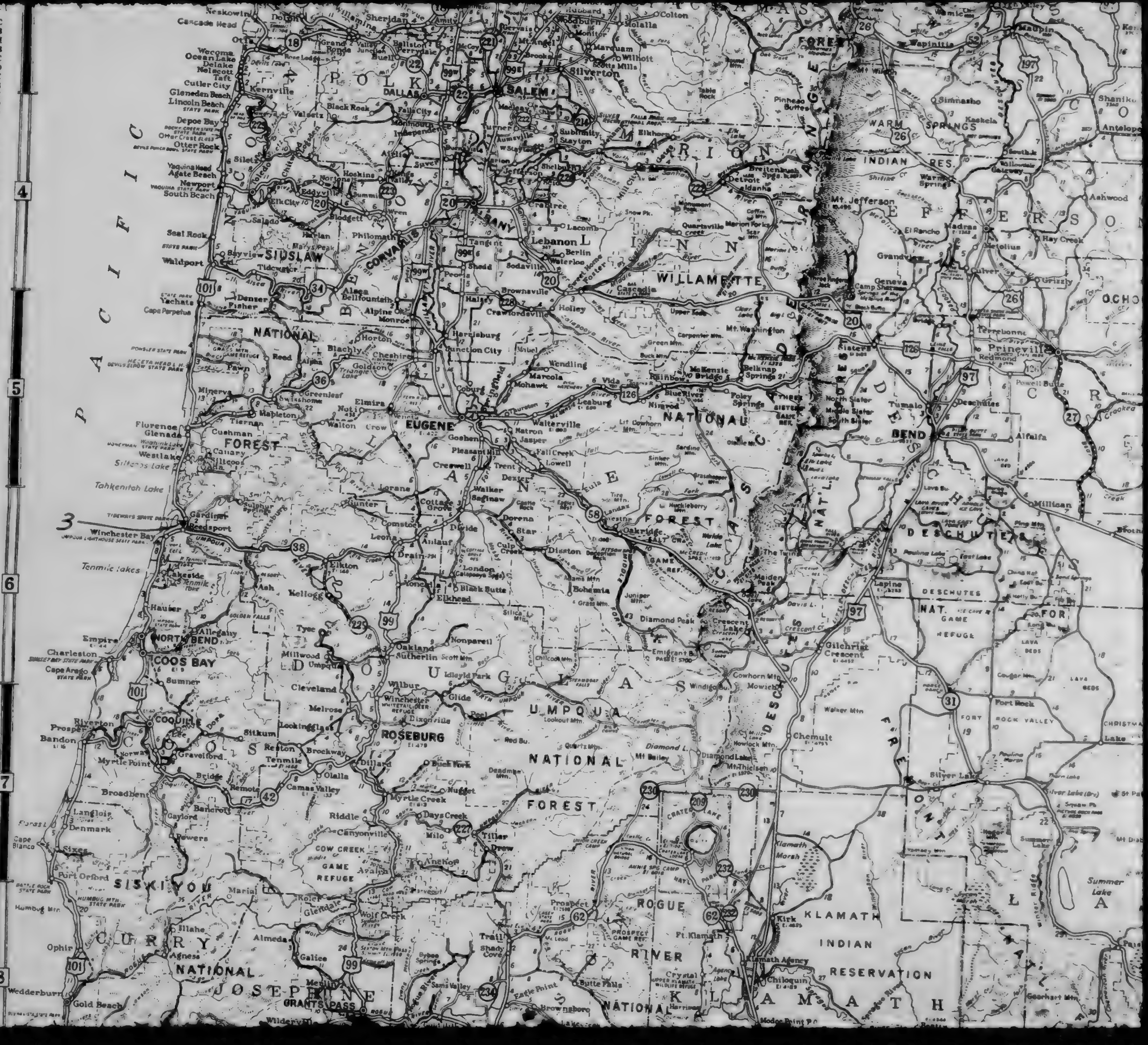
Red Figures Indicate Distances Between Red Stars

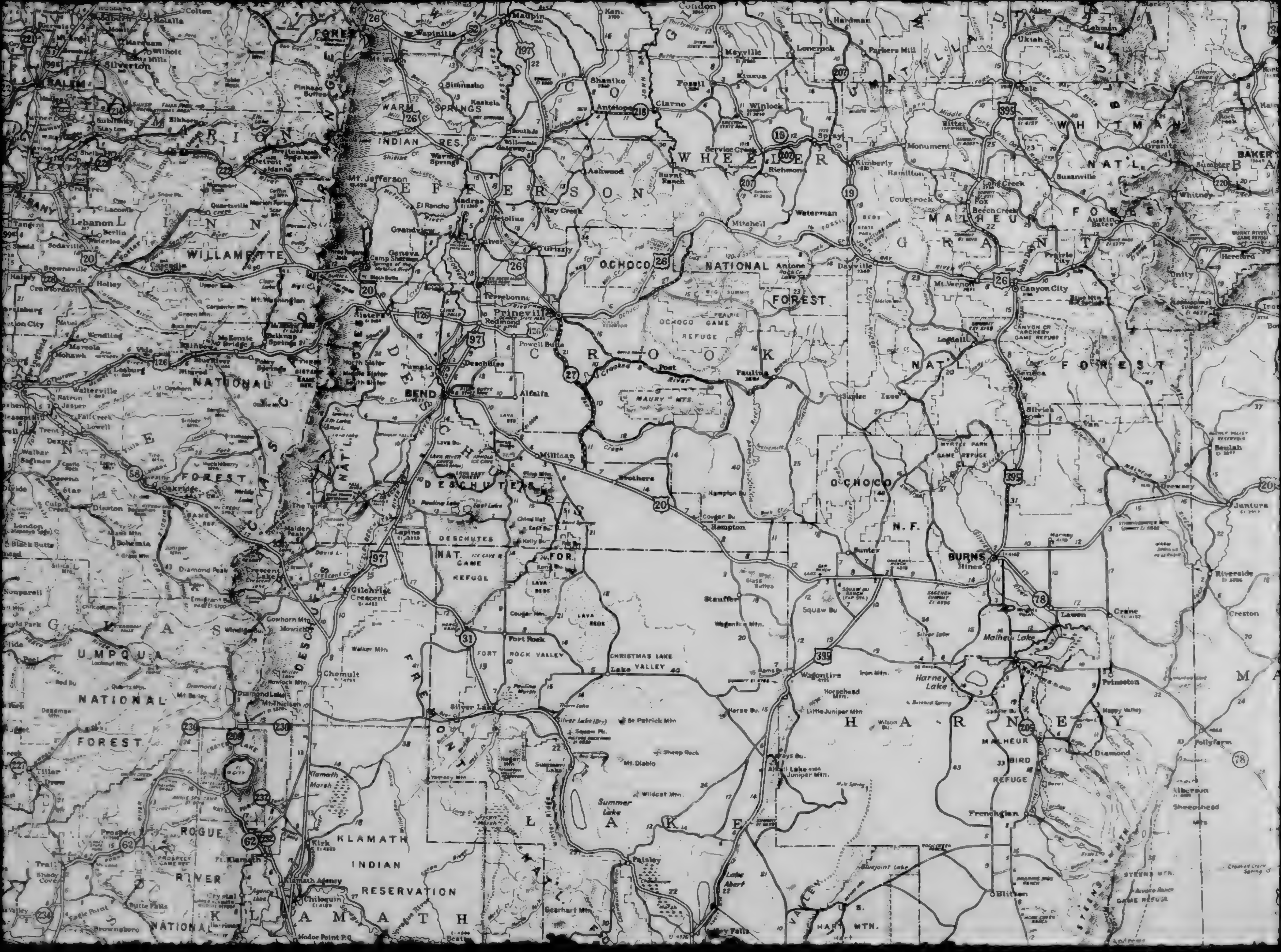


33

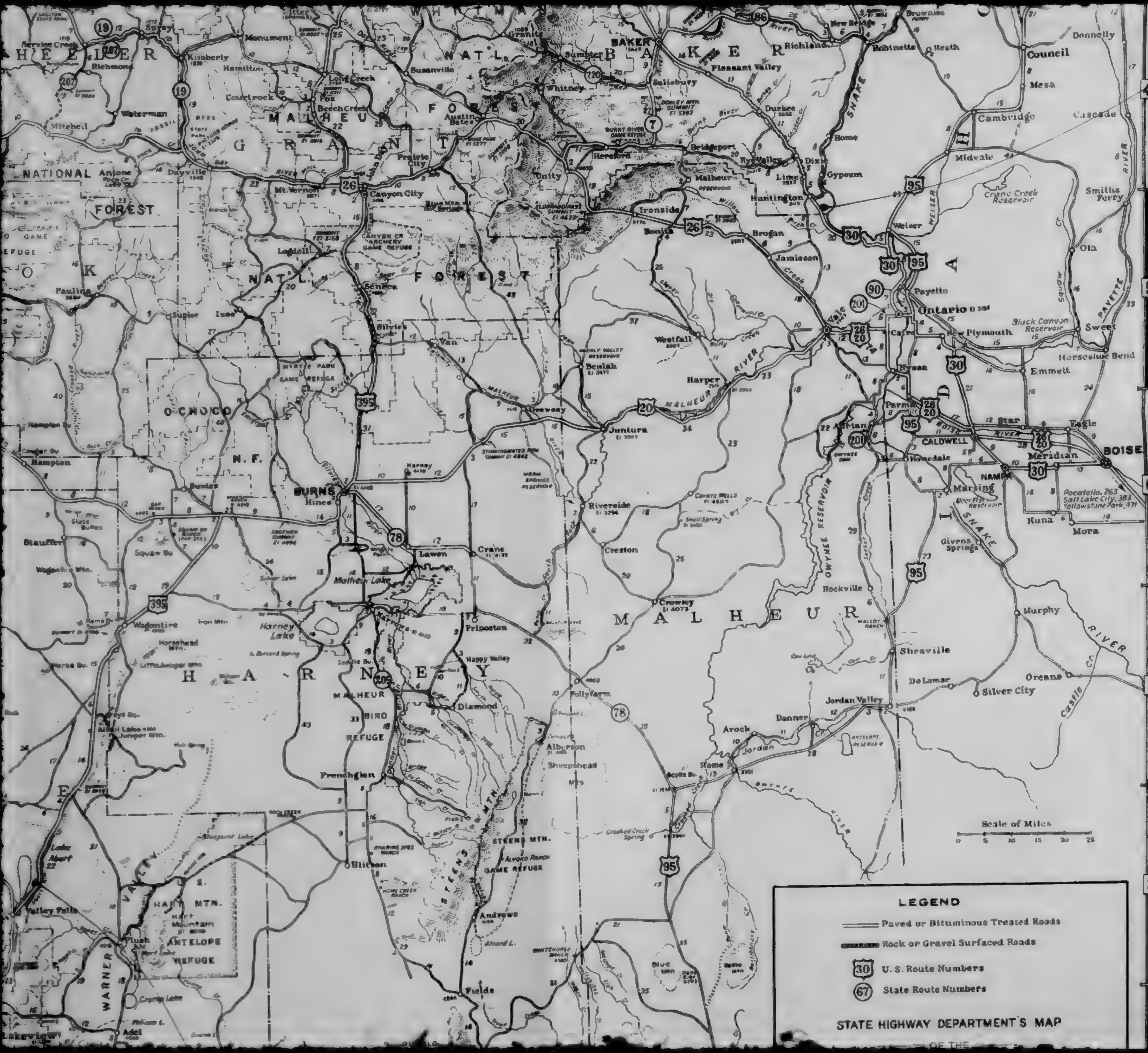
INDEX TO CITIES AND TOWNS WITH POPULATIONS	
OREGON	
Lafayette, 662	3-C
La Grande, 8,635	3-I
Lakeside	6-A
Lakeview, 2,831	9-F
Langlois	7-A
Lebanon, 5,873	4-C
Lexington, 237	3-G
Lincoln Beach	4-A
Lone Rock, 38	3-G
Long Creek, 288	4-H
Lookingglass	7-B
Lorane	5-B
Lostine, 178	2-J
Lowell	5-C
Lyons	4-C
Mabel	5-C
Madras, 1,258	4-E
Malin, 592	9-E
Manhattan Beach	2-B
Manzanita, 339	2-B
Mapleton	5-B
Marcola	5-C
Maupin, 312	3-E
Mayville	3-F
McCredie Springs	6-D
McMinnville, 6,635	3-C
McNary	2-G
Meacham	2-H
Medford, 17,305	8-C
Medical Springs	3-I
Mehama	4-C
Merlin	8-B
Merrill, 835	9-D
Metolius, 157	4-E
Midland	9-D
Mill City, 1,792	4-C
Milton, 2,362	2-H
Milwaukie, 5,253	2-C
Minam	2-I
Mist	1-C
Mitchell, 415	4-F
Mohler	2-B
Molalla, 1,497	3-C
Monitor	3-C
Monmouth, 1,956	4-B
Monroe, 362	5-B
Monument, 228	4-G
Moro, 350	3-F
Mosier, 250	2-E
Mount Angel, 1,315	3-C
Mount Vernon, 451	4-H
Mulino	3-C
Myrtle Creek, 1,781	7-B
Myrtle Point, 2,033	7-A
Nehalem, 270	2-B
Neiscott	3-B
Neskowin	3-B
Netarts	2-B
Newberg, 3,946	3-C
Newport, 3,241	4-A
North Bend, 6,099	6-A
North Plains	2-C
North Powder, 403	3-I
Nyssa, 2,525	5-J
Oakland, 829	6-B
Oakridge, 1,562	6-C
O'Brien	9-B
Oceanlake, 700	3-B
Oceanside	2-B
Odell	2-E
Olene	9-D
Ontario, 4,465	5-J
Oregon Caves	9-B
Oregon City, 7,682	3-C
Oswego, 3,316	3-C
Owyhee Dam	6-J
Pacific City	3-B
Paisley, 214	8-F
Parkdale	2-E
Pendleton, 12,291	2-H
Perrydale	3-B
Philomath, 1,289	4-B
Phoenix, 746	8-C
Pilot Rock, 847	2-H
Pondosa	3-I

Canby, 1,671	3-C
Cannon Beach	2-B
Canyon City, 508	5-H
Canyonville, 861	7-B
Carlton, 1,081	3-C
Cascade Locks, 733	2-D
Cascadia	4-C
Cave Junction, 283	9-B
Central Point, 1,667	8-C
Cherryville	3-D
Chiloquin, 668	8-D
Clatskanie, 901	1-C
Cloverdale	3-B
Coburg, 693	5-C
Condon, 968	3-F
Coos Bay, 6,223	6-A
Coquille, 3,523	7-A
Cornelius, 998	2-C
Corvallis, 16,207	4-B
Cottage Grove, 3,536	6-C
Cove, 282	3-I
Crabtree	4-C
Crater Lake	7-D
Crawfordsville	5-C
Creswell, 662	5-C
Culver, 301	4-E
Cushman	5-A
Cutler City	3-B
Dairy	9-E
Dallas, 4,793	3-B
Dayton, 719	3-C
Dayville, 286	4-G
Deer Island	2-C
Delake, 644	3-B
Denmark	7-A
Depoe Bay	4-A
Detroit	4-D
Diamond Lake	7-D
Dilley	2-C
Donald, 187	3-C
Drain, 1,150	6-B
Drewsey, 64	6-I
Dufur, 422	3-E
Dundee, 308	3-C
Durkee	4-J
Eagle Point, 687	8-C
Echo, 457	2-H
Eddyville	4-B
Elgin, 1,223	2-I
Elkton, 201	6-B
Elmira	5-B
Elsie	2-B
Empire, 2,261	6-A
Enterprise, 1,718	3-J
Estacada, 950	3-D
Eugene, 35,879	5-C
Falls City, 853	4-B
Flora	2-J
Florence, 1,026	5-A
Forest Grove, 4,343	2-C
Fort Klamath	8-D
Fort Stevens	1-B
Fossil, 645	3-F
Foster	4-C
Freewater, 1,489	2-H
French Glen	7-H
Gales Creek	2-C
Gardiner	6-A
Garibaldi, 1,249	2-B
Gaston, 368	3-C
Gates, 422	4-C
Gearhart, 568	1-B
Gervais, 457	3-C
Gladstone, 2,434	3-C
Glenada	5-A
Glendale, 871	8-B
Glenwood	2-B
Goble, 73	1-[illegible]
Gold Beach, 677	8-A
Gold Hill, 619	8-C
Goshen	5-C
Government Camp	3-D
Grand Ronde	3-B
Granite, 40	4-H
Grants Pass, 8,116	8-B
Grass Valley, 195	3-F
Gresham, 3,049	1-D
Haines, 321	4-I
Halfway, 312	4-J
Halsey, 388	4-C
Hamlet	2-B
Hammond, 522	1-B
Hardman, 58	3-G
Harlan	4-B
Harper	5-J
Harrisburg, 862	5-C
Hebo	3-B
Helix, 182	2-H
Heppner, 1,648	3-G
Hermiston, 3,804	2-G
Hillsboro, 5,142	2-C
Hines, 918	6-H
Homestead	3-J
Hood River, 3,701	2-E
Horton	5-B
Hot Lake	3-I
Hubbard, 493	3-C
Huntington, 733	5 J




SALEM
Silverton
Albany
Lebanon
Brownsville
Sweet Home
WILLAMETTE
NATIONAL
FOREST
CASCADE RANGE
Mt. Jefferson
WARM SPRINGS INDIAN RES.
JEFFERSON
Madras
Metolius
Culver
Camp Sherman
Sisters
Redmond
Prineville
Powell Butte
BEND
Tumalo
Deschutes
Alfalfa
CROOK
OCHOCO NATIONAL FOREST
OCHOCO GAME REFUGE
MAURY MTS.
Post
Paulina
Millican
Brothers
Hampton
DESCHUTES NAT. FOR.
DESCHUTES NAT. GAME REFUGE
Lapine
Crescent
Gilchrist
Chemult
FREMONT
Fort Rock
FORT ROCK VALLEY
CHRISTMAS LAKE VALLEY
Silver Lake
Summer Lake
Paisley
Lake Abert
LAKE
KLAMATH INDIAN RESERVATION
KLAMATH
Chiloquin
Klamath Agency
Kirk
ROGUE RIVER NATIONAL FOREST
UMPQUA NATIONAL FOREST
Diamond Lake
Crater Lake
Oakridge
Eugene
Springfield
HARNEY
Burns
Hines
Malheur Lake
Harney Lake
Wagontire
Lawen
Crane
Riverside
Juntura
Frenchglen
MALHEUR BIRD REFUGE
Diamond
Princeton
Blitzen
STEENS MTN.
HART MTN.
OCHOCO N.F.
MALHEUR NAT'L FOREST
GRANT
Canyon City
John Day
Mt. Vernon
Dayville
Prairie City
Austin
Seneca
Silvies
WHEELER
Mitchell
Spray
Fossil
Kinzua
Antelope
Shaniko
Maupin
Condon
Monument
Long Creek
Ukiah
UMATILLA
WHITMAN NAT'L FOREST
BLUE
BAKER
Sumpter
Unity
Hereford
20
26
97
126
395
31
58
62
78
205
207
218
19
27
230
222

33



LEGEND

Paved or Bituminous Treated Roads

Rock or Gravel Surfaced Roads

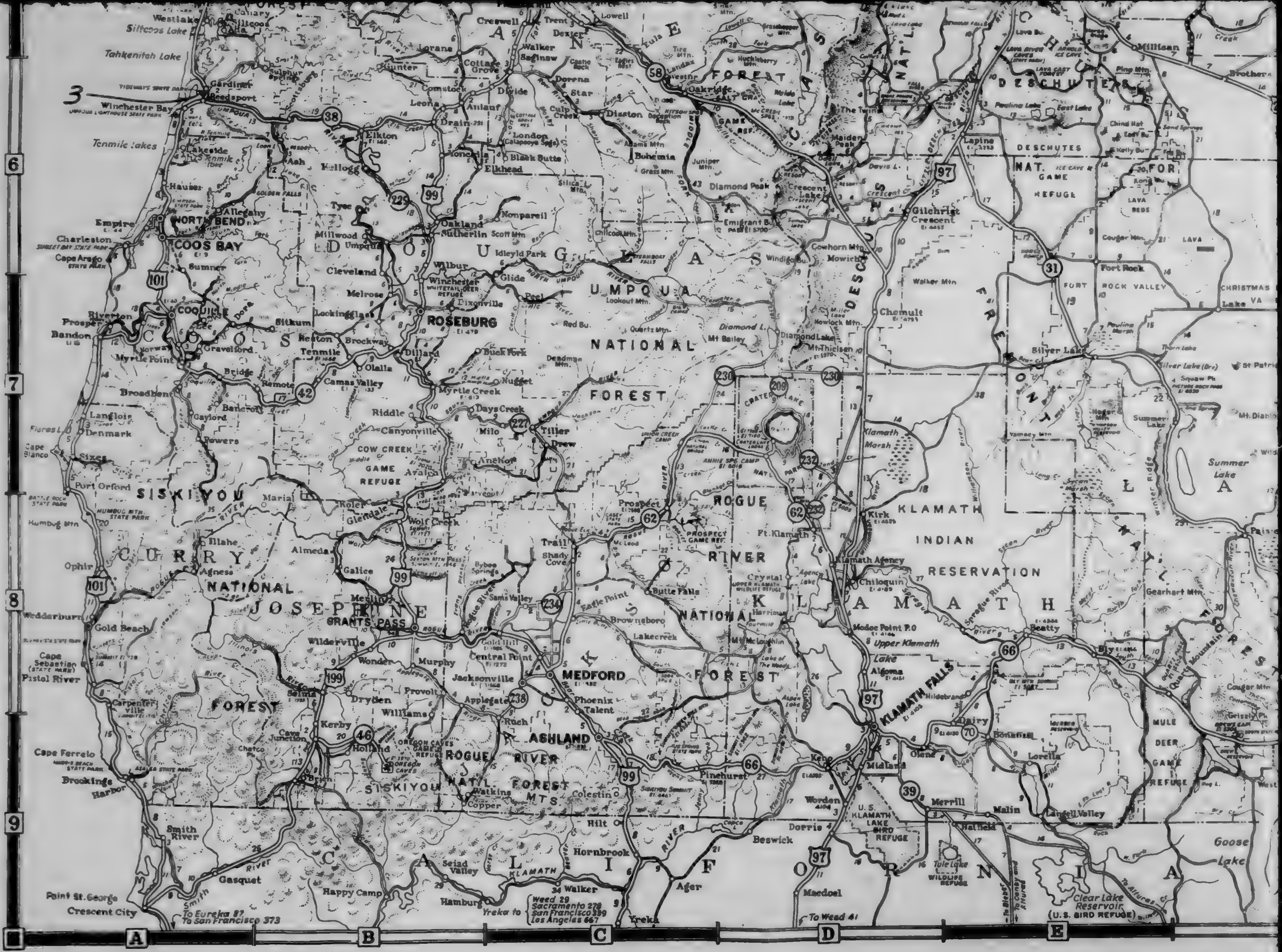
30 U. S. Route Numbers

67 State Route Numbers

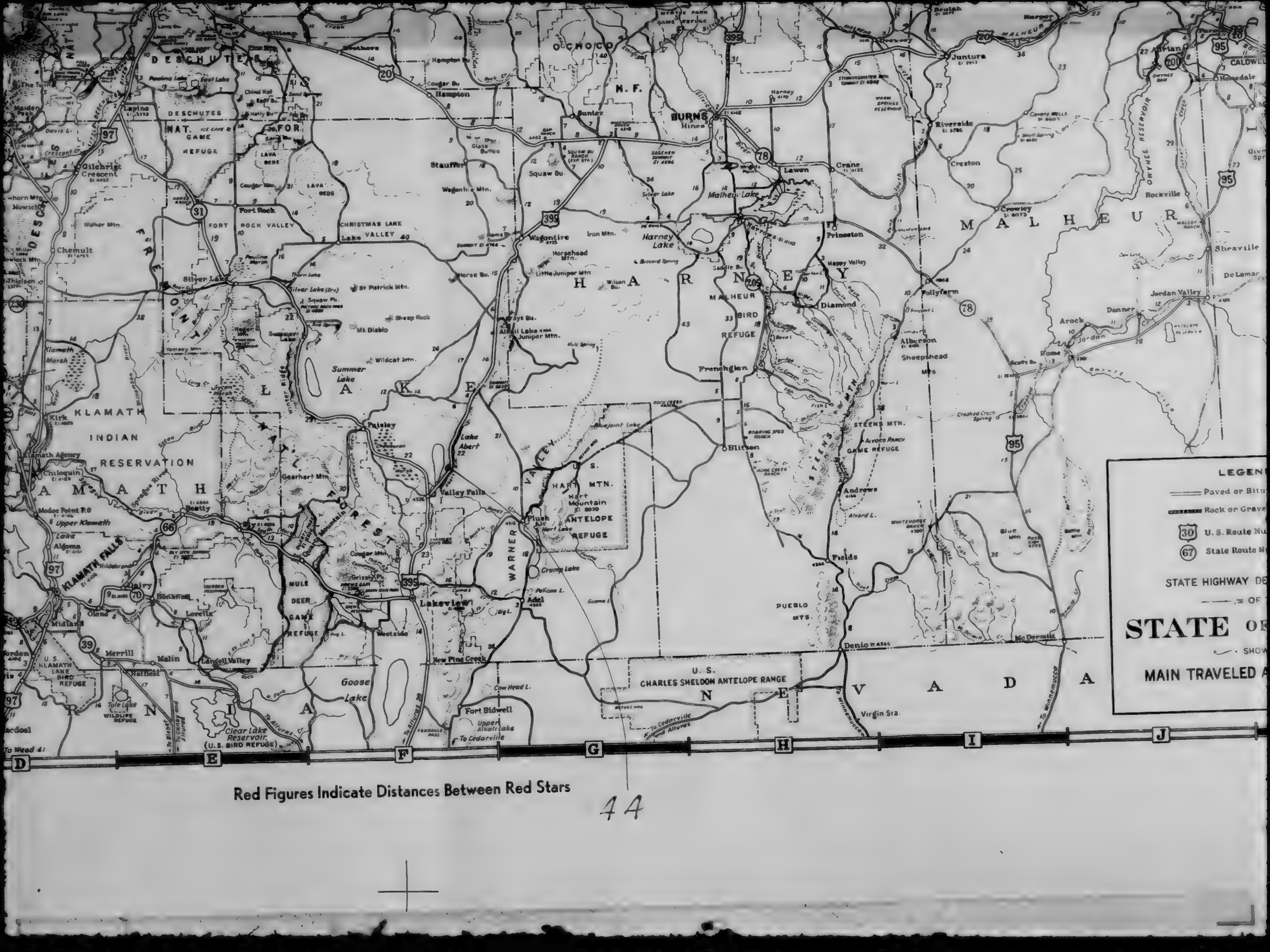
STATE HIGHWAY DEPARTMENT'S MAP

North Powder, 403	3-I
Nyssa, 2,525	5-J
Oakland, 829	6-B
Oakridge, 1,562	6-C
O'Brien	9-B
Oceanlake, 700	3-B
Oceanside	2-B
Odell	2-E
Olene	9-D
Ontario, 4,465	5-J
Oregon Caves	9-B
Oregon City, 7,682	2-C
Oswego, 3,316	2-C
Owyhee Dam	6-J
Pacific City	3-B
Paisley, 214	8-F
Parkdale	2-E
Pendleton, 12,291	2-H
Perrydale	3-B
Philomath, 1,289	4-B
Phoenix, 746	8-C
Pilot Rock, 847	2-H
Pondosa	3-I
Portland, 373,628	2-C
Port Orford, 674	7-A
Powers, 895	7-A
Prairie City, 822	4-H
Prineville, 3,233	5-E
Prospect	8-C
Provolt	8-B
Rainier, 1,285	1-C
Redmond, 2,956	5-E
Reedsport, 2,288	6-A
Reedville	2-C
Rhododendron	3-D
Richland, 220	4-J
Rickreall	3-C
Riddle, 634	7-B
Rockaway, 1,100	2-B
Rogue River, 590	8-B
Rome	7-J
Roseburg, 8,390	7-B
Rufus	2-F
Saint Helens, 4,711	2-C
Saint Paul, 226	3-C
Salem, 43,140	3-C
Sandy, 1,003	3-D
Scappoose, 659	2-C
Scio, 448	4-C
Scottsburg	6-B
Scotts Mills, 217	3-C
Seaside, 3,886	1-B
Seneca	5-H
Shaniko, 61	3-F
Shedd	4-C
Sheridan, 1,922	3-B
Sherwood, 575	3-C
Siletz, 570	4-B
Silver Lake	7-E
Silverton, 3,146	3-C
Sisters, 723	5-E
Skipanon	1-B
Sodaville, 157	4-C
Sprague River	8-E
Spray	4-G
Springfield, 10,807	5-C
Stanfield, 845	2-G
Stayton, 1,507	4-C
Sublimity, 367	4-C
Summer Lake	7-E
Summerville, 73	2-I
Sumpter, 146	4-I
Susanville	4-H
Sutherlin, 2,230	6-B
Svensen	1-B
Sweet Home, 3,603	4-C
Taft, 450	3-B
Talent, 739	8-C
Tangent	4-C
Telocaset	3-I
The Dalles, 7,933	2-E
Tigard	3-C
Tillamook, 3,685	2-B
Timber	2-B
Toledo, 2,323	4-B
Trail	8-C
Troutdale, 514	2-D
Tualatin, 248	3-C
Turner, 610	4-C
Tygh Valley	3-E
Umapine	2-H
Umatilla, 883	2-G
Union, 1,307	3-I
Unity	4-I
Vale, 1,518	5-J
Valley Falls	8-F
Valley Junction	3-B
Valsetz	4-B
Vernonia, 1,521	2-C
Waldport, 689	4-A
Wallowa, 1,055	2-J
Walterville	5-C
Walton	5-B
Warrenton, 1,886	1-B
Wasco, 305	2-F
Waterloo, 100	4-C
Wedderburn	8-A

Echo, 457	2-H
Eddyville	4-B
Elgin, 1,223	2-I
Elkton, 201	6-B
Elmira	5-B
Elsie	2-B
Empire, 2,261	6-A
Enterprise, 1,718	3-J
Estacada, 950	3-D
Eugene, 35,879	5-C
Falls City, 853	4-B
Flora	2-J
Florence, 1,026	5-A
Forest Grove, 4,343	2-C
Fort Klamath	8-D
Fort Stevens	1-B
Fossil, 645	3-F
Foster	4-C
Freewater, 1,489	2-H
French Glen	7-H
Gales Creek	2-C
Gardiner	6-A
Garibaldi, 1,249	2-B
Gaston, 368	3-C
Gates, 422	4-C
Gearhart, 568	1-B
Gervais, 457	3-C
Gladstone, 2,434	3-C
Glenada	5-A
Glendale, 871	8-B
Glenwood	2-B
Goble, 73	1-C
Gold Beach, 677	8-A
Gold Hill, 619	8-C
Goshen	5-C
Government Camp	3-D
Grand Ronde	3-B
Granite, 60	4-H
Grants Pass, 8,116	8-B
Grass Valley, 195	3-F
Gresham, 3,049	2-D
Haines, 321	4-I
Halfway, 312	4-J
Halsey, 388	4-C
Hamlet	2-B
Hammond, 522	1-B
Hardman, 58	3-G
Harlan	4-B
Harper	5-J
Harrisburg, 862	5-C
Hebo	3-B
Helix, 182	2-H
Heppner, 1,648	3-G
Hermiston, 3,804	2-G
Hillsboro, 5,142	2-C
Hines, 918	6-H
Homestead	3-J
Hood River, 3,701	2-E
Horton	5-B
Hot Lake	3-I
Hubbard, 493	3-C
Huntington, 733	5-J
Idanha, 442	4-D
Imbler, 149	2-I
Imnaha	2-J
Independence, 1,987	4-C
Ione, 262	2-G
Irrigon	2-G
Island City, 138	3-I
Jacksonville, 1,193	8-C
Jefferson, 636	4-C
Jewell	2-B
John Day, 1,597	4-H
Jordan Valley, 236	7-J
Joseph, 666	3-J
Junction City, 1,475	5-B
Juntura, 107	6-I
Kamela	3-H
Keasey	2-B
Kent	3-F
Kerby	9-B
Kernville	3-B
Kimberly	4-G
Kings Valley	4-B
Kinzua	3-F
Klamath Agency	8-D
Klamath Falls, 15,875	9-B
Knappa	1-B

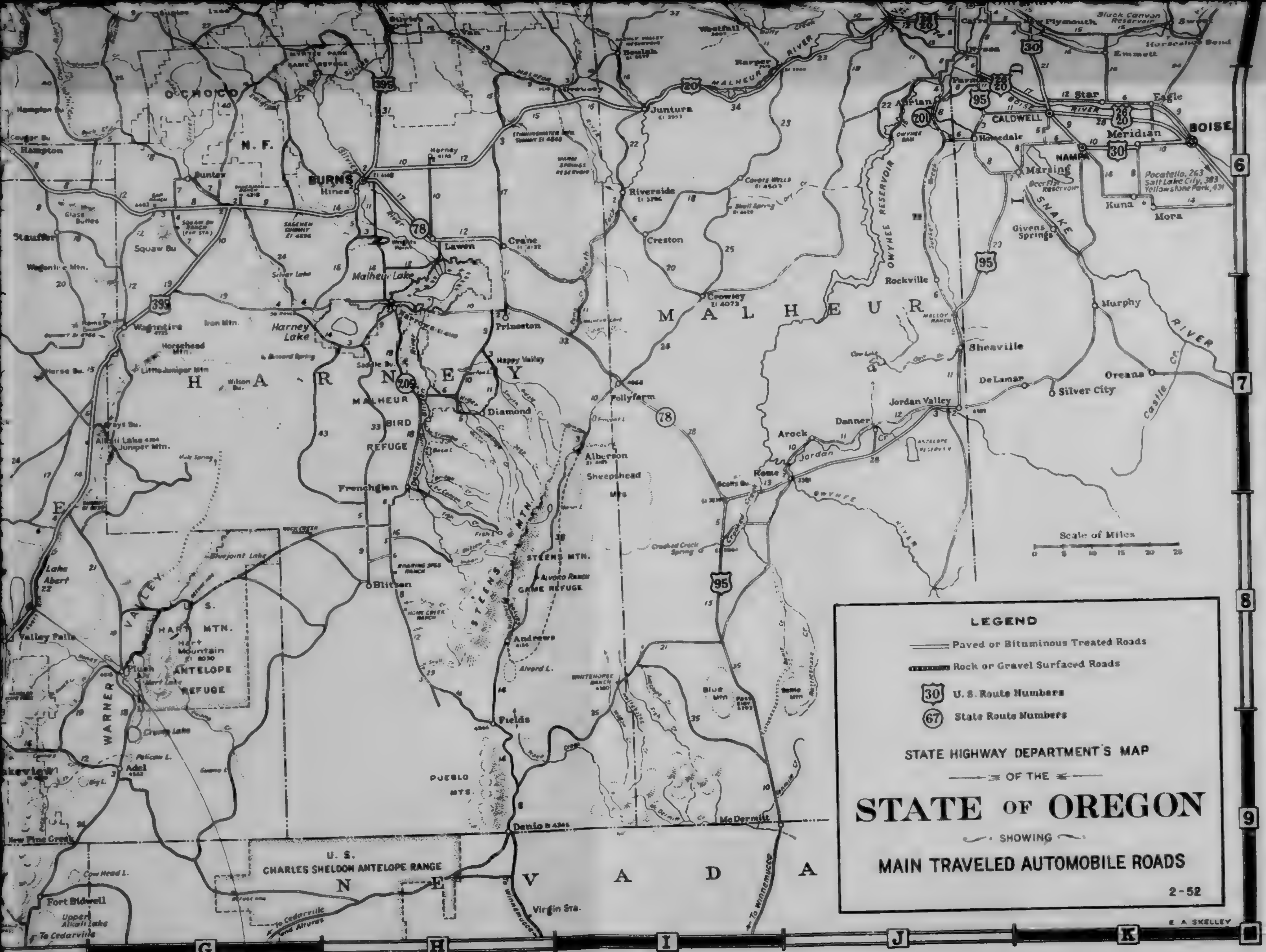


Red Figures Indicate Di



Red Figures Indicate Distances Between Red Stars

44



LEGEND

Paved or Bituminous Treated Roads

Rock or Gravel Surfaced Roads

30 U. S. Route Numbers

67 State Route Numbers

STATE HIGHWAY DEPARTMENT'S MAP

OF THE

STATE OF OREGON

SHOWING

MAIN TRAVELED AUTOMOBILE ROADS

2-52

Rainier, [illegible]	1-C
Redmond, [illegible]	5-E
Reedsport, [illegible]	6-A
Reedville	2-C
Rhododendron	3-D
Richland, [illegible]	4-J
Rickreall	3-C
Riddle, 634	7-B
Rockaway, 1,1[illegible]	2-B
Rogue River, [illegible]	8-B
Rome	7-J
Roseburg, 8,390	7-B
Rufus	2-F
Saint Helens, 4,711	2-C
Saint Paul, 226	3-C
Salem, 43,140	3-C
Sandy, 1,003	3-D
Scappoose, 650	2-C
Scio, 448	4-C
Scottsburg	6-B
Scotts Mills, 217	3-C
Seaside, 3,886	1-B
Seneca	5-H
Shaniko, 61	3-F
Shedd	4-C
Sheridan, 1,922	3-B
Sherwood, 575	3-C
Siletz, 570	4-B
Silver Lake	7-E
Silverton, 3,146	3-C
Sisters, 723	5-E
Skipanon	1-B
Sodaville, 157	4-C
Sprague River	8-E
Spray	4-G
Springfield, 10,807	5-C
Stanfield, 845	2-G
Stayton, 1,507	4-C
Sublimity, 367	4-C
Summer Lake	7-E
Summerville, 73	2-I
Sumpter, 146	4-I
Susanville	4-H
Sutherlin, 2,230	6-B
Svensen	1-B
Sweet Home, 3,603	4-C
Taft, 450	3-B
Talent, 739	9-C
Tangent	4-C
Telocaset	3-I
The Dalles, 7 933	2-E
Tigard	3-C
Tillamook, 3,685	2-B
Timber	2-B
Toledo, 2,323	4-B
Trail	8-C
Troutdale, 514	2-D
Tualatin, 248	3-C
Turner, 610	4-C
Tygh Valley	3-E
Umapine	2-H
Umatilla, 883	2-G
Union, 1,307	3-I
Unity	4-I
Vale, 1,518	5-J
Valley Falls	8-F
Valley Junction	3-B
Valsetz	4-B
Vernonia, 1,521	2-C
Waldport, 680	4-A
Wallowa, 1,056	2-J
Walterville	5-C
Walton	5-B
Warrenton, 1,896	1-B
Wasco, 365	2-F
Waterloo, 180	4-C
Wedderburn	8-A
Wendling	5-C
West Linn, 2,945	3-C
Weston, 679	2-H
Westport	1-B
Wheeler, 231	2-B
Whiteson	3-C
Whitney, 3	4-I
Wilbur	6-B
Willamina, 1,082	3-B
Wilsonville	3-C
Wolfcreek	8-B
Woodburn, 2,386	3-C
Yachats	5-A
Yamhill, 539	3-C
Yoncalla, [illegible]	6-B

es Between Red Stars

44

RECEIVED
FOR FILING
OREGON DISTRICT

[illegible](4)

27

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 14, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project BF-128(4), Reedsport-Winchester Bay Section (Scholfield Creek Bridge), Oregon Coast Highway, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $237,709.00 at the March 14, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

10-4212 Umpqua River Bridge Painting on the Oregon Coast Highway at Reedsport. 1952

43668

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 22, 1952

(CONTRACT NO.) 10-4212	(EST. NO.)	(CONTRACT0R)	
3668	3-final	Tri-state Painting Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17443	R-49751	$ 7,585.00	Sep. 22, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: Aug. 30, 1952

Date Accepted: Sep. 22, 1952

Penalties: None

Claims: None

Remarks:

Date: 9-29-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
[illegible]

Warrant Mailed:

RECEIVED

FOR FILING

3668

September 11, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3668 for painting the Umpqua River Bridge on the Oregon Coast Highway in Douglas County was completed by the contractor, Tri-State Painting Company, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $7,585.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $20,500.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

9-11-52 jl

RECEIVED
FOR FILIN

10-43[illegible]

36[illegible]

April 23, 1952

Tri-State Painting Co.
4506 S. E. 39th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3662, covering Interstate Bridge and Oregon Slough Bridge painting on the Pacific Highway in Multnomah County, awarded March 13, 1952.

Contract No. 3668, covering Umpqua River Bridge painting on the Oregon Coast Highway in Douglas County, awarded March 14, 1952.

Executed copies of these contracts are also being mailed to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAR 18 1952
FOR FILING

[illegible]

3668

March 17, 1952

Tri-State Painting Co.
9921 S. E. Woodstock Court
Portland, Oregon

Gentlemen:

The State Highway Commission on March 14th awarded you Contract No. 3668 for painting the Umpqua River Bridge on the Oregon Coast Highway at Reedsport in Douglas County. This award was based on your low bid of $20,500.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. M. Franzen
H. G. Smith
S. H. Probert
G. S. Paxson

FI-174(15) 1952

Hood River Bridge Steel.

#3669

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 12, 1954

(CONTRACT NO.) FI-144([illegible])	(EST. NO.)	(CONTRACTOR)	
3669	5-final	Gunderson Bros. Engineering Corp'n	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26198	R-84550	$ 2,798.26	1/8/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1952

Time Extensions: Extended to July 6, 1953 without penalty

Completion Date: July 6, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-13-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

1-14-54

RECEIVED
FOR FILING

FI-[illegible]

3669

December 28, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3669 for work performed on the Hood River Bridge was completed by the contractor, Gunderson Bros. Engineering Corporation, on July 6 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $2,798.26 will be released to the contractor on or after January 7, 1954. The total contract amount is $76,203.98 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

12-28-53

RECEIVED
NOV 27 1953
FOR FILING

F1-174(17)

3669

November 27, 1953

Glens Falls Indemnity Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Gunderson Bros, Engineering Corp. on contract No. 3669, covering work performed on the Hood River Bridge Section on the Columbia River Highway in Hood River County. This payment, in the amount of $11,433.47 will be released to the contractor on or after December 7, 1953. The retained percentage is $2,270.28.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
cc - Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

11-27-53

RECEIVED

FOR FILING

FI-174(15)

3669

October 14, 1953

Gunderson Bros. Engineering Corp.
4700 N. W. Front Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from December 31, 1952 to and including July 6, 1953 within which to complete your contract No. 3669, for furnishing Hood River Bridge Steel on the Columbia River Highway in Hood River County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert Ellsion,
Resident Engineer

G. S. Paxson,
Bridge Engineer

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FOR FILING

FI-174(67)

3667

August 26, 1953

Oregon State Highway Commission

Request for extension of time
No. 3
September 24 and 25 meeting.

Gentlemen:

Re: Structural Steel for
Hood River Bridge
on Columbia River Highway
in Hood River County,
Contract 3669

Gunderson Bros. Engineering Corporation, who had contracted to furnish the structural steel for the Hood River Bridge, requests an extension of time to and including July 6, 1953, to complete the work on this project. The contract completion date was December 31, 1952.

Because of the difficulty in obtaining structural steel from the markets, the last of the steel for the project was not received until March of 1953. Upon receipt of the steel, the fabricators made good progress in fabricating and delivery. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gm

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[illegible] 1952
FOR FILING

71 [illegible]

3669

April 23, 1952

Gunderson Bros. Engineering Corp.
4700 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, fully executed copy of contract No. 3669, which was awarded to you on March 14, 1952 by the State Highway Commission, covering Hood River Bridge steel on the Columbia River Highway in Hood River County.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
MAR 1[illegible] 1952
FOR FILING

[illegible]

3669

March 17, 1952

Gunderson Bros. Engineering Corp.
4700 Northwest Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on March 14th awarded you Contract No. 3669 for the furnishing of all structural steel for the bridge over Hood River on the Columbia River Highway in Hood River County. This award was based on your low bid of $71,370 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. H. Franzwa
H. G. Smith
S. H. Probert
G. S. Paxson

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

FI-174(15)

3467

March 14, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project FI-174(15), Hood River Bridge on the Columbia River Highway, to Gunderson Bros. Engineering Corporation of Portland, Oregon, low bidder in the amount of $71,370.00 at the March 14, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON DISTRICT
FI-174(15)

661

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 14, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Re: Project FI-174(15)
Hood River Bridge

Dear Sir:

Concerning your recent request for prior approval of State-furnished materials on the above project, a copy of the following telegram has just been received:

"RETT MARCH 12 OREGON PROJECT FI-174(15). STATE-FURNISHED STEEL SATISFACTORY FOR THIS PROJECT PROVIDED STEEL INCORPORATED IN PROJECT WITHIN 45 DAYS AFTER DELIVERY DUE TO NPA PROHIBITION AGAINST STOCKPILING. ACQUISITION OF STEEL MUST ESTABLISH ADEQUATE COMPETITION, SATISFY SPECIFICATION REQUIREMENTS AND REASONABLE PRICE. APPROVAL GIVEN UNDER AUTHORITY SECTION 1.10(c) REGULATIONS WITH UNDERSTANDING STEEL CHARGED AGAINST STATES ALLOTMENT FEDERAL PARTICIPATION BASED ON ACTUAL COST TO STATE AND NO REIMBURSEMENT TO STATE UNTIL STEEL INCORPORATED IN PROJECT."

Very truly yours,

C. G. POLK
District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

RECEIVED
MAR 19 1952 P
FOR FILING

FI-174(15)

WASHINGTON 3-13-52

NOTED
W. C. WILLIAMS

H LYNCH

BPR PD

RETT MARCH 12 OREGON PROJECT FI-174(15). STATE-FURNISHED STEEL SATISFACTORY FOR THIS PROJECT PROVIDED STEEL INCORPORATED IN PROJECT WITHIN 45 DAYS AFTER DELIVERY DUE TO NPA PROHIBITION AGAINST STOCKPILING. ACQUISITION OF STEEL MUST ESTABLISH ADEQUATE COMPETITION, SATISFY SPECIFICATION REQUIREMENTS AND REASONABLE PRICE. APPROVAL GIVEN UNDER AUTHORITY SECTION 1.10(c) REGULATIONS WITH UNDERSTANDING STEEL CHARGED AGAINST STATES ALLOTMENT FEDERAL PARTICIPATION BASED ON ACTUAL COST TO STATE AND NO REIMBURSEMENT TO STATE UNTIL STEEL INCORPORATED IN PROJECT.

CLARK BPR

1.10(c) requires contractor to furnish all materials unless otherwise authorized by Commissioner

RECEIVED
MAR 24 1952
FOR FILING

March 11, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Hood River Bridge
F.A.No. FI-174(15)

The State will open bids on the furnishing of the structural steel for the Hood River Bridge on the Columbia River Highway in Hood River County on March 14. The State is taking bids for the furnishing only and will award a contract later on when delivery dates on steel can be ascertained. The quota of structural steel allocated to Oregon is so meagre that the steel for this project has to be allocated from the second, third and fourth quarters of 1952. Because of the uncertainty in the placing of orders for the steel and in the delivery of the material, it is advisable to contract for the furnishing only and to delay the bid which will cover the piers and erection of the steel until we can assure a contractor of some definite delivery date.

In view of the above, we ask your approval of this project as a Federal-Aid project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED

FOR FILING

OREGON DISTRICT

FI 174(15)

3669

FI-174 (15

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project FI - 174(15), Hood River Bridge (Steel) on the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

19-5309 Klamath County Line-Silver 1952
Lake Rock Prod. Proj. on Fremont
#3670 Hwy. about 36 miles N. of Paisley.

RECEIVED
OCT [illegible] 1952
FOR FILING

[illegible]

3670

Files

October 28, 1952

Mr. Alfred L. Patten
1016 Kelly Street
Springfield, Oregon

Dear Sir:

We are in receipt of your letter of October 25 in which you requested stockpile measurements on the Silver Lake Stockpile job.

It is presumed you have reference to the Klamath County Line-Silver Lake contract for furnishing crushed cinders in stockpiles on the Fremont Highway in Lake County, which was contracted by Inter-City Sand & Gravel Co. The quantities, sizes of material and location of each stockpile on this contract are as follows:

Cubic Yards	Size	Mile Point	Cubic Yards	Size	Mile Point
419.46	3/4"-½"	22.8	337.75	3/4"-½"	42.4
555.43	½"-¼"	22.8	476.79	½"-¼"	42.4
393.75	¼"-#10	22.8	330.01	¼"-#10	42.4
440.30	3/4"-½"	27.0	525.53	3/4"-½"	45.6
629.92	½"-¼"	27.0	705.87	½"-¼"	45.6
429.34	¼"-#10	27.0	419.84	¼"-#10	45.6
1,543.44	3/4"-½"	33.4	546.63	3/4"-½"	49.8
2,000.65	½"-¼"	33.4	702.43	½"-¼"	49.8
1,197.66	¼"-#10	33.4	473.04	¼"-#10	49.8
390.52	3/4"-½"	38.9	773.38	3/4"-½"	54.7
499.41	½"-¼"	38.9	1,000.83	½"-¼"	54.7
372.05	¼"-#10	38.9	742.16	¼"-#10	54.7

Total Yardage 15,906.19

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

MCW:tp

Springfield Ore
Oct 25 1952

Dear Sir:

Would you please send me the Stockpile measurements on the Silver Lake Stockpile Job. done By Inner-City Sand & Gravel Co. of Eugene Oregon.

I was one of the Contract truckers on that Job and there is a question on the measurements on these stockpiles.

Please send this Information to the following address. Thank you.

Yours truly
Alfred L Patten
1016 Kelly St
Springfield Oregon

RECEIVED
OCT 27 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
19-2309

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 24, 1952

3670		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3670	3-final	Inter-City Sand & Gravel Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19801	R-52127	$ 1,221.56	10/23/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: None

Completion Date: Aug. 22, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-27-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
A. A. Wicklander

[illegible]
10-28-52, gC

Form E-1

19-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Klamath County Line -Silver Lake

For Week Ending October 11, 1952

Highway Fremont

Kind of work Rock Production

Contractor Inter City Sand & Gravel Co.Inc

Section prefix 19-8309

Date of contract March 14, 1952

Contract number 3670

Date work started June 26, 1952

Date of completion Sept 30, 1952

Amount of contract $ 37,120.00

Estimated date of completion Aug.22, 1952

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 36,461.07

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2,011.20, 5.42 %

Date project was completed Aug.22, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor removed all his equipment Wednesday Oct. 8.

The Third Notification was mailed in, on the same date.

Crushing equipment started arriving on project June 28.

Setup completed on July 10 and crushing underway July 11.

Crushing completed on August 21 and shaping of piles completed on August 22.

Final report.

RECEIVED
OCT 13 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed A. A. Fossen Resident Engineer

Address 1290 Wall St, Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			43		
Miles partially completed			—		
Miles completed			43		
Total estimated quantities			16,000		
Estimated quantities moved or placed to date			15,906.19		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday	All		
Thursday			
Friday			
Saturday	Week		

STATE PRINTING

RECEIVED
FOR FILING

11-[illegible]

[illegible]

October 3, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3670 for rock production on the Klamath County Line-Silver Lake Section of the Fremont Highway in Lake County was completed by the contractor, Inter-City Sand and Gravel Company, Inc., on August 22, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,281.56 will be released to the contractor after acceptance by the Commission. The total contract amount is $36,397.87 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

md

Secretary

cc - United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Mr. Bryant G. DeBar
88 Tenth Street East
Eugene, Oregon

Noted on card

RECEIVED
SEP 5 1952
FOR FILING

September 5, 1952

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Inter-City Sand & Gravel Co.,Inc., on contract No. 3670, for rock production on the Klamath County Line-Silver Lake Section of the Fremont Highway in Lake County.

This payment, in the amount of $24,509.27, will be released to the contractor on or after September 15, 1952. The retained percentage is $1,086.07.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bryant G. DeBar
88 10th Street East
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

RECEIVED
[illegible] 1952
FOR FILING

2190

April 23, 1952

Inter-City Sand & Gravel Co.,Inc.
3698 So. 99
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, fully executed copy of contract No. 3670, which was awarded to you on March 14, 1952 by the State Highway Commission, for rock production on the Klamath County Line-Silver Lake Section of the Fremont Highway in Lake County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
MAR 19 1952
FOR FILING

3670

March 17, 1952

Inter City Sand & Gravel Company
3698 South 99
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 14th awarded you Contract No. 3670 for the Klamath County Line-Silver Lake Rock Production Project on the Fremont Highway in Lake County. This award was based on your low bid of $37,120 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. M. Franzen
H. G. Smith
S. H. Probert

20-3325 1952

Devils Elbow Park Latrine.

#3671

RECEIVED
JUL [illegible] 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3671	3 Final	Victor Johnson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12230	R-44612	$ 627.50	July 11, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. S. Herr
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1952

Time Extensions: None

Completion Date: June 13, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
J. S. Herr

7-15-52, gk

RECEIVED
JUN 26 1952
FOR FILING

3671.

June 25, 1952

Ohio Casualty Insurance Company
136 N. Third St.
Hamilton, Ohio

Gentlemen:

State Highway Contract No. 3671 for construction of Devils Elbow Park Latrine, Lane County, was completed by the contractor, Victor Johnston, on June 13, 1952 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $627.50 will be released to the contractor after acceptance by the Commission. The total contract amount is $4,990.00, and no force account work was performed on the job.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the peformance bond furnished by the contractor on this contract. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Neil Baldwin, Oregon Claim Mgr.

Homer A. Chamberlain Insurance Agency
300 East 1st St.
Newberg, Oregon

NOTED ON CARD
6-25-52 JC

RECEIVED
MAY 1 1952
FOR FILING

3671

May 1, 1952

Mr. Victor Johnston
803 E. 6th Street
Newberg, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3671 which was awarded to you on March 14, 1952 by the State Highway Commission, covering construction of Devils Elbow Park Latrine in Lane County.

We are also mailing an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 5/1, gl

RECEIVED
FOR FILING

April 14, 1952

REGISTERED MAIL

Mr. Victor Johnston
803 East Sixth Street
Newberg, Oregon

Dear Mr. Johnston:

Your Contract No. 3671 for construction of a standard latrine in Devils Elbow Park about 14 miles south of Yachats on the Oregon Coast Highway in Lane County has been received in this office fully executed.

We are, therefore, returning your bank money order No. 9632 in the amount of $250.00 and cash in the amount of $5.00 which you submitted with your proposal on March 14, 1952.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
MAR 1[illegible] 1952
FOR FILING

20 - [illegible]

[illegible]

March 17, 1952

Mr. Victor Johnston
803 East Sixth Street
Newberg, Oregon

Dear Mr. Johnston:

The State Highway Commission on March 14th awarded you Contract No. 3671 for construction of a standard latrine in Devils Elbow Park on the Oregon Coast Highway in Lane County. This award was based on your low bid of $5,040 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml
Enc.

cc - W. M. Franzwa
H. G. Smith
S. H. Probert
G. S. Paxson

U-130(6) Union Avenue Service Roads 1952
Sec. of the Pacific Hwy. East,
North of Portland.
#3672

[illegible]
FOR [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
April 15th, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith a letter dated April 13, 1955 from Mr. Ernest M. Jachetta of Jachetta and Lonergan, attorneys, whose address is the Equitable Building, Portland 4, Oregon. Mr. Jachetta represents Andrew Fazio, a principal owner of the Columbia Garden Company, who own and operate a field lying east of Union Avenue and south of Bridgeton Road. Mr. Jachetta claims that his clients were damaged by faulty drainage from the east frontage road, which was constructed under contract 3672 by Vernie Jarl. The work was started on May 12, 1952 and completed on November 21, 1952. Mr. Andrew Fazio called Lowell Johnston about this matter some two weeks ago, and Johnston has prepared the enclosed sketch map, which shows the area in question and an indicated drainage ditch, which apparently Mr. Fazio would like to have us construct to improve the drainage on his property. I talked to Mr. Fazio earlier this week, and advised him at that time that our investigation did not show that our drainage was at all faulty, and that actually less water was coming from us now than had before the construction of the frontage road, as in our improvement of Union Avenue, we have picked up all surface drainage on the pavement and carried it westerly, where previously this drainage divided at the center line of the road and ran both east and west. He indicated that he was going to place the matter in the hands of an attorney, and I suggested that he write us a letter, setting forth his complete claim, and that we would investigate the matter fully and give him a definite written answer.

Water is standing at numerous places in his field, and has every year in the past. There is no indication that the slight concentration created by our building the service road and installing culverts has changed the situation in the slightest. There is no indication of wash where our culverts discharge near his land. On the frontage road construction project, work was started on May 12, 1952 and completed on November 21, 1952, which means that this is the third winter season with our drainage as it now is. We have had no complaint from these people about any situation of this nature, or from Tony Fazio, who was the head of the concern until his death about a year ago. I do not believe that we have caused any damage whatsoever

NOTED
W. W. STIFFLER

to the field, or that the situation has changed in the slightest due to our construction.

On the enclosed sketch map you will note that some 1400 lineal feet of ditch would be required to intercept the drainage on the east side of our frontage road and carry it to the Fazio ditch, which includes 365 feet of ditch on Fazio's property. The Portland Gas and Coke Company has a gas main just inside our right of way line, and it probably would be difficult to construct a ditch with machinery without damaging this gas line. It would be impossible to construct such a ditch either with a blade or dozer until the ground was dried up, which would not be for another two or three months. I would estimate the minimum cost of constructing such a ditch at from $300.00 to $350.00.

I am enclosing copy of my letter to Mr. Jachetta, acknowledging his letter of April 15th. Will you please advise what further action you wish taken on this matter.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. W. Stiffler ✓
E. A. Collier
L. A. Johnston
[illegible]. E. Johnson

C
O
P
Y

JACHETTA AND LONERGAN
Attorneys at Law
Equitable Building
Portland 4, Oregon

13 April 55

Mr. A. G. Skelton
Division Engineer
State Highway Commission
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Mr. Skelton:

A client, Andrew Fazio, advises me that the Columbia Garden Company, of which he is one of the principal owners, has suffered considerable damages to its cucumber crops during the past several seasons which were grown on those premises consisting of approximately 25 or 30 acres in the vicinity of N. E. Union Avenue, Vancouver Way and Marine Drive, the particulars of which have been called to your attention on several occasions.

It appears that as a result of faulty drainage, and other acts of negligence committed by the State Highway Commission, the aforementioned crops were inundated, resulting in financial losses exceeding $25,000.00. We are also informed that the State Highway Commission has had full knowledge of this situation during all times herein mentioned but has refused to take proper and necessary measures to prevent further damages. It is anticipated that additional damages will be suffered in the future unless drainage ditches and other precautionary means are established in that area.

This office has been instructed to institute legal proceedings in behalf of Columbia Garden Company and will do so unless a satisfactory adjustment can be reached in the interest of all parties concerned.

Yours very truly,

Ernest M. Jachetta (Sgd.)

EMJ:hms

ERNEST M. JACHETTA

NOTED
W. W. STIFFLER

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 30, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3672	8 & 9 Final	VERNIE JARL

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7663	R-65147	$ 4,734.25	4/29/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1952

Time Extensions: to Nov. 21, 1952 without penalty

Completion Date: Nov. 21, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-1-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 1 1953

A. A. Wicklander

NOTED ON CARD

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[illegible] 1953
FOR FILING

[illegible]

3672

April 17, 1953

General Casualty Company of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3672 for work performed on the Union Avenue Service Roads Section of the Pacific Highway East in Multnomah County was completed by the contractor, Vernie Jarl, on November 21, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Revised final payment in the amount of $4,734.25 will be released to the contractor on or after April 27, 1953. The revised total contract amount is $129,419.03, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

RECEIVED
FEB 20 1953
FOR FILING

4-1[illegible](1)
[illegible]

February 19, 1953

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3672 for work performed on the Union Avenue Service Roads Section on the Pacific Highway East in Multnomah County was completed by the contractor, Vernie Jarl, on November 21, 1952 and was formally accepted by the Commission on January 6, 1953.

Final payment in the amount of $3,847.05 will be released to the contractor on or after March 2, 1953. The total contract amount is $128,531.83, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD
2-[illegible]-53

RECEIVED
JAN 1[illegible] 1953
FOR FILING

U-120 (c)

[illegible]

January 13, 1953

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 6, 1953, had under discussion your request for an extension of time of 76 days, from September 15 to November 30, 1952, within which to complete your contract No. 3672 for grading and paving on the Union Avenue Service Roads Section on the Pacific Highway East in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request from September 15 to November 21, 1952, the actual completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

M. O. Smith,
Construction Engineer

RECEIVED
DEC 31 1952
FOR FILING

A-1-10 (6)

3672

R

December 31, 1952

General Casualty Company of America
Dooly & Co.
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Please be advised the State Highway Commission will release to Vernie Jarl a portion of the funds heretofore retained by the Commission on contract No. 3672, covering grading and paving on the Union Avenue Service Roads on the Pacific Highway East in Multnomah County.

This payment, in the amount of $7,177.75, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,856.23. The present payment will be released to the contractor on or after January 10, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - General Casualty Company of America
General Insurance Bldg.
Seattle 5, Washington
Attn: Surety Department

NOTED ON CARD
12-31-52

RECEIVED
DEC [illegible] 1952
FOR FILING

U-130(1)

[illegible]7

December 16, 1952

Request for extension of time
No. 5
January 6, 1953 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Vernie Jarl for an extension of time on the Union Avenue Service Roads, Contract No. 3672, from September 15, 1952 to November 30, 1952.

The contractor encountered some difficulty in his grading operations because of wet material, which precluded the spreading of base rock until such time as the fill was sufficiently dried out and compacted. Also, the base rock on this section was increased over the contract amount, which caused additional delay to the contractor.

The project was satisfactorily completed on November 21, 1952 and I recommend the extension to that date without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
HGS lg

Enclosure

Form E-1

U-130(c)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 29, 1952

Section Union Ave. Service Roads

Kind of work Grading & Paving

Highway Pacific - East

Section prefix 26-1013

Contractor Vernie Jarl

Contract number 3672

Date of contract March 14, 1952

Date of completion Nov. 21, 1952

Date work started May 12, 1952

Estimated date of completion , 19

Amount of contract $ 120,577.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 120,577.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 5400.00, 54 %

Date project was completed Nov. 21, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was completed Nov. 21. There will be no further weekly reports.

Working up semi-final in office.

NOTED

RECEIVED
DEC 2 - 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell A. Johnston
Lowell A. Johnston

Address Portland 8, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	0.67			0.67
Miles partially completed					
Miles completed	0.67	0.67			0.67
Total estimated quantities	61,000	17,343			4416
Estimated quantities moved or placed to date	61,000	17343			4416
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED
FOR FILING

U-130(6)

[illegible]

November 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

On September 24th, 1952, we requested your concurrence in an extension of time on Contract No. 3672, Union Avenue Service Roads, Ore. U-130 (6), from September 15th, 1952 to October 31st, 1952. You withheld concurrence on this project pending the actual completion.

This project was completed on November 21st, 1952, and I would recommend that the extension be granted without penalty to that date for the reasons stated in my previous letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
DEC 2 1952
FOR FILING

U-130 (6)

3672

November 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 21, 1952 on Contract No. 3672, Union Avenue Service Roads Section, in connection with Federal Aid Project No. U-130 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/aje

cc: John Cattrall

RECEIVED
SEP [illegible] 1952
FOR FILING

September 24, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3672, Union Avenue Service Roads, on the Pacific Highway East, Ore. U-130 (6), from September 15th, 1952 to October 31st, 1952, to Vernie Jarl, Contractor.

The contractor encountered some difficulty in his grading operations because of wet material, which precluded the spreading of base rock until such time as the fill was sufficiently dried out and compacted. Also, the quantity of base rock necessary on this section was increased, which caused additional delay to the contractor.

It is anticipated that the paving on this job will be completed by October 1st, and that the entire job will be completed prior to the date requested by the contractor. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED

FOR FILING

U 130(6)

3672

3680

September 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 9th, pertaining to the proposed subcontract between Vernie Jarl and Perkins Bros., covering Items 9, 10 and 11 of the contract for Oregon Project U-130 (6), Union Avenue Service Roads.

When we advised you of the approval of the subcontract between Vernie Jarl and Warren Northwest, covering Items 14, 15, and 17 to 23 inclusive, we failed to note that Item 14 covered stockpiling materials only, at a unit price of $1.10 per cu. yd. This would make the total amount of subcontract to Warren Northwest, $46,889, and the subcontract to Perkins Bros., $4,025, for a total subcontract amount of $50,914, or 42.23% of the total contract amount.

With this explanation, it is trusted that you will see fit to approve the subcontract as submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

A[illegible]GNMENT

e: September 10, 1952

No. 76[illegible]
By (WCW)

Description: Letter of September 9 by Mr. Polk regarding proposed subcontract between Vernie Jarl and Perkins Bros. on Project U-130 (6), Union Avenue Service Roads, and stating they will not allow it

Acknowledged by ----- Referred to --- ~~Smith~~ ✓ -------

Investigate and report with recommendation

xx ✓ ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ------------------ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 9-10-52 Report received --------

Remarks:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 9, 1952

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed subcontract between Vernie Jarl and Perkins Bros. covering items 9, 10 and 11 of the contract for Oregon Project U-130(6), Union Avenue Service Roads.

We will be unable to approve this subcontract as items approximating 48% of the cost of the project were sublet earlier to Warren Northwest, Inc. and the total of the two subcontracts would exceed the permissible 50% of the contract amount.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
SEP 9 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
FORM E-30X 25M 11-50 44702

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1952

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Please be advised that the subcontract between Vernie Jarl and Perkins Bros., covering Items 9, 10 and 11, on the Union Avenue Service Roads Contract No. 3672, Ore. U-130 (6), is approved.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

Form PR 2 (Revised 1946)

State Oregon

Project No. U-130(6)

Federal Aid Urban

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of July, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of January, 1952, a program, which was approved on the 7th day of February, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-two thousand and 00/100 dollars ($82,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Service Roads between survey station 39+75 (Main Hwy.) in the NW 1/4, Section 3, T-1-N, R-1-E, W.M. and survey station 74+98.91 (Main Hwy.) in the SW 1/4, said Section 3, without exception

, length 0.667 miles, in Multnomah County,

being Oregon Federal Aid Urban project No. U-130(6).

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **eighty-two thousand and 00/100** dollars ($**82,000.00**), which does not exceed the authorized Federal pro rata share of **one hundred thirty-two thousand six hundred thirty-four and 70/100** dollars ($**132,634.70**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

RECEIV
JUL 21 1952
DIVISION

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (6)

UNION AVENUE SERVICE ROADS SECTION
OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1952

Type Code 6201
Roadway (Sta. 39+75 to 74+98.91) (Contract No. 3672)

All Required		Clearing and Grubbing		$ 2,000.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
69,000	cu. yds.	Embankment in Place	.70	48,300.00
All Required		Finishing Roadbed and Slopes		1,200.00
130	lin. ft.	12-inch Sewer Pipe	2.00	260.00
340	lin. ft.	18-inch Concrete Pipe	3.20	1,088.00
40	lin. ft.	12-inch Metal Drain Pipe, Coated	3.00	120.00
60	lin. ft.	Salvaging Drain Pipe	2.00	120.00
1	only	Adjustment of Manholes	50.00	50.00
5	only	Concrete Catch Basins	75.00	375.00
90	cu. yds.	Concrete Curbs	40.00	3,600.00
160	lin. ft.	1-inch Electrical Conduit	2.00	320.00
210	lin. ft.	1¼-inch Electrical Conduit	2.50	525.00
9,400	cu. yds.	3" - 0 Material in Base	2.25	21,150.00
2,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.75	5,500.00
240	M-gals.	Sprinkling	2.00	480.00
All Required		Preparation of Base		300.00
250	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,000.00
40	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,600.00
4,500	tons	Class "B" Asphaltic Concrete	5.75	25,875.00
22	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	924.00
150	cu. yds.	Aggregate in Seal Coat	5.00	750.00
400	lin. ft.	Asphaltic Concrete Traffic Markers	1.50	600.00
1,400	lin. ft.	Metal Guard Rail	3.00	4,200.00
			Subtotal	$120,577.00
			10% Engr. & Cont.	12,057.70
			Total	$132,634.70

Length of Roadway	0.661 mile
Length of Structure	0.006 mile
Total Length	0.667 mile
Cost per mile, Roadway	$20,065.76

Federal Funds- -	$ 82,000.00
State Funds- -	50,634.70
	$132,634.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (6)

UNION AVENUE SERVICE ROADS SECTION
OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June ~~April 23~~, 1952

Type Code 6201
Roadway (Sta. 39+75 to 74+98.91) (Contract No. 3672)

All Required		Clearing and Grubbing		$ 2,000.00	
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00	
69,000	cu. yds.	Embankment in Place	.70	48,300.00	
All Required		Finishing Roadbed and Slopes		1,200.00	
130	lin. ft.	12-inch Sewer Pipe	2.00	260.00	
340	lin. ft.	18-inch Concrete Pipe	3.20	1,088.00	
40	lin. ft.	12-inch Metal Drain Pipe, Coated	3.00	120.00	
60	lin. ft.	Salvaging Drain Pipe	2.00	120.00	
1	only	Adjustment of Manholes	50.00	50.00	
5	only	Concrete Catch Basins	75.00	375.00	
90	cu. yds.	Concrete Curbs	40.00	3,600.00	
160	lin. ft.	1-inch Electrical Conduit	2.00	320.00	
210	lin. ft.	1¼-inch Electrical Conduit	2.50	525.00	
9,400	cu. yds.	3" - 0 Material in Base	2.25	21,150.00	
2,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.75	5,500.00	
240	M-gals.	Sprinkling	2.00	480.00	
All Required		Preparation of Base		300.00	
250	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,000.00	
40	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,600.00	
4,500	tons	Class "B" Asphaltic Concrete	5.75	25,875.00	
22	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	924.00	
150	cu. yds.	Aggregate in Seal Coat	5.00	750.00	
400	lin. ft.	Asphaltic Concrete Traffic Markers	1.50	600.00	
1,400	lin. ft.	Metal Guard Rail	3.00	~~5,200.00~~	4200.00
			Subtotal	~~$121,577.00~~	120577.
			10% Engr. & Cont.	~~12,157.70~~	12057.
			Total	~~$133,273.47~~	132,634.

Length of Roadway 0.661 mile
Length of Structure 0.006 mile
Total Length 0.667 mile
Cost per mile, Roadway ~~$20,162.40~~ 20,065.76

Federal Funds- $ 82,000.00
State Funds- ~~51,273.47~~ 50634
~~$133,273.47~~ 132634.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (6)

UNION AVENUE SERVICE ROADS SECTION
OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 23, 1952

Type Code 6201
Roadway (Sta. 39+75 to 74+98.91) (Contract No. 3672)

All Required		Clearing and Grubbing		$ 2,000.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
69,000	cu. yds.	Embankment in Place	.70	48,300.00
All Required		Finishing Roadbed and Slopes		1,200.00
130	lin. ft.	12-inch Sewer Pipe	2.00	260.00
340	lin. ft.	18-inch Concrete Pipe	3.20	1,088.00
40	lin. ft.	12-inch Metal Drain Pipe, Coated	3.00	120.00
60	lin. ft.	Salvaging Drain Pipe	2.00	120.00
1	only	Adjustment of Manholes	50.00	50.00
5	only	Concrete Catch Basins	75.00	375.00
90	cu. yds.	Concrete Curbs	40.00	3,600.00
160	lin. ft.	1-inch Electrical Conduit	2.00	320.00
210	lin. ft.	1¼-inch Electrical Conduit	2.50	525.00
9,400	cu. yds.	3" - 0 Material in Base	2.25	21,150.00
2,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.75	5,500.00
240	M-gals.	Sprinkling	2.00	480.00
All Required		Preparation of Base		300.00
250	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,000.00
40	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,600.00
4,500	tons	Class "B" Asphaltic Concrete	5.75	25,875.00
22	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	924.00
150	cu. yds.	Aggregate in Seal Coat	5.00	750.00
400	lin. ft.	Asphaltic Concrete Traffic Markers	1.50	600.00
1,400	lin. ft.	Metal Guard Rail	3.00	5,200.00
			Subtotal	$121,577.00
			10% Engr. & Cont.	12,157.70
			Total	$133,273.47

Length of Roadway	0.661 mile
Length of Structure	0.006 mile
Total Length	0.667 mile
Cost per mile, Roadway	$20,162.40

Federal Funds- -	$ 82,000.00
State Funds- -	51,273.47
	$133,273.47

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (6)

UNION AVENUE SERVICE ROADS SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 18, 1952

Type Code 6201
Roadway (Sta. 39/75 to 74/98.91)

All Required		Clearing and Grubbing		$ 2,000.00
80 ~~250~~	cu. yds.	Structural Excavation, Unclassified	$ 3.00	~~750.00~~ 240.00
69,000	cu. yds.	Embankment in Place	0.70	48,300.00
All Required		Finishing Roadbed and Slopes		1,500.00
130	lin. ft.	12-inch Sewer Pipe	2.00	260.00
340	lin. ft.	18-inch Concrete Pipe	3.00	1,020.00
~~220~~	~~lin. ft.~~	~~48-inch Corrugated Metal Pipe~~	~~15.00~~	~~3,300.00~~
40	lin. ft.	12-inch Metal Drain Pipe, Coated	2.00	80.00
60	lin. ft.	Salvaging Drain Pipe	2.00	120.00
1	only	Adjustment of Manholes	100.00	100.00
5	only	Concrete Catch Basins	75.00	375.00
90	cu. yds.	Concrete Curbs	50.00	4,500.00
160	lin. ft.	1-inch Electrical Conduit	1.25	200.00
210	lin. ft.	1½-inch Electrical Conduit	1.50	315.00
9,400	cu. yds.	3" - 0 Material in Base	2.25	21,150.00
2,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.00	6,000.00
240	M-gals.	Sprinkling	2.50	600.00
All Required		Preparation of Base		500.00
250	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,000.00
40	tons	Furnishing and Placing RC-3 Asphalt	40.00	1,600.00
4,500	tons	Class "B" Asphaltic Concrete	6.00	27,000.00
22	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	924.00
150	cu. yds.	Aggregate in Seal Coat	4.50	675.00
400	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	400.00
1,400	lin. ft.	Metal Guard Rail	3.00	4,200.00
		Subtotal		~~$126,869.00~~ 123059.00
		10% Engr. & Cont.		~~12,686.90~~ 12305.90
		Total		~~$139,555.90~~ 135364

Length of Roadway 0.661 mile
Length of Structure 0.006 mile
Total Length 0.667 mile
Cost per mile, Roadway ~~$21,112.84~~ 20478.81

Federal Funds- $ ~~86,000.00~~ 84000
State Funds- ~~53,555.90~~ [illegible]

~~$139,555.90~~
135364.90

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (6)

UNION AVENUE SERVICE ROADS SECTION
OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 18, 1952

Type Code 6201
Roadway (Sta. 39+75 to 74+98.91)

All Required	Clearing and Grubbing		$ 2,000.00
80 cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
69,000 cu. yds.	Embankment in Place	0.70	48,300.00
All Required	Finishing Roadbed and Slopes		1,500.00
130 lin. ft.	12-inch Sewer Pipe	2.00	260.00
340 lin. ft.	18-inch Concrete Pipe	3.00	1,020.00
40 lin. ft.	12-inch Metal Drain Pipe, Coated	2.00	80.00
60 lin. ft.	Salvaging Drain Pipe	2.00	120.00
1 only	Adjustment of Manholes	100.00	100.00
5 only	Concrete Catch Basins	75.00	375.00
90 cu. yds.	Concrete Curbs	50.00	4,500.00
160 lin. ft.	1-inch Electrical Conduit	1.25	200.00
210 lin. ft.	1¼-inch Electrical Conduit	1.50	315.00
9,400 cu. yds.	3" - 0 Material in Base	2.25	21,150.00
2,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	3.00	6,000.00
240 M-gals.	Sprinkling	2.50	600.00
All Required	Preparation of Base		500.00
250 cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,000.00
40 tons	Furnishing and Placing RC-3 Asphalt	40.00	1,600.00
4,500 tons	Class "B" Asphaltic Concrete	6.00	27,000.00
22 tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	924.00
150 cu. yds.	Aggregate in Seal Coat	4.50	675.00
400 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	400.00
1,400 lin. ft.	Metal Guard Rail	3.00	4,200.00
		Subtotal	$123,059.00
		10% Engr. & Cont.	12,305.90
		Total	$135,364.90

Length of Roadway	0.661 mile
Length of Structure	0.006 mile
Total Length	0.667 mile
Cost per mile, Roadway	$20,478.80

Federal Funds- -	$ 84,000.00
State Funds- -	55,555.90
	$135,364.90

UNION AVENUE SERVICE ROADS

PROJECT NO. U-130 (6)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

DENVER AVENUE SERVICE ROADS

PROJECT NO. U-130 (6)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 20, 1952

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1952

SUBJECT:

To: Mr. R. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Vernie Jarl and Warren Northwest, Inc., covering Items 14, 15, and 17 to 23 inclusive, on the Union Avenue Service Roads Contract No. 3672, Ore. U-130 (6), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

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FOR FILING

U-130(6)

3672

May 14, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 12, 1952 on Contract No. 3672, Union Avenue Service Roads Section, in connection with Federal-aid Project No. U-130 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:gs me

cc Mr. W. C. Williams
Mr. S. H. Probert

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[illegible]

April 15, 1952

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3672 which was awarded to yo you on March 14, 1952 by the State Highway Commission, covering the Union Avenue Service Roads Section of the Pacific Highway East in Multnomah County.

We are also mailing an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 4/15 gl

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MAR 1[illegible] 1952
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3672

March 17, 1952

Mr. Vernie Jarl
Box 254
Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission on March 14th awarded you Contract No. 3672 for the Union Avenue Service Roads Section of the Pacific Highway East north of Portland in Multnomah County. This award was based on your low bid of $120,577 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. M. Franzwa
H. G. Smith
S. H. Probert

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

U-1[illegible](6)
[illegible]

March 14, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project U-130(6), Union Avenue Service Roads, Bridgeton Road-Gerts Road Section, Pacific Highway East in Portland, to Vernie Jarl of Gresham, Oregon, low bidder in the amount of $120,577.00 at the March 14, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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[illegible]
STATE [illegible] COMMISSION

RECEIVED
FOR FILING

ORSEGON DISTRICT

U-130 (6)

#3672

U-130 (6)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project U - 130(6), Union Avenue Service Roads Unit of the Bridgeton Road - Gertz Road Section of the Pacific Highway East in Portland, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorizeyour advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

[illegible]IVED
10 [illegible]
STATE HI[illegible] [illegible]MISSION

FOR FILING

OREGON DISTRICT

U-130(6)

3072

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 11, 1952

Copy sent to Mr. [illegible] 2-13-52.

U-130(6)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your recent request for approval of a specification providing for payment of embankment in place on Project U-130(6), Union Avenue Service Roads.

The proposed basis of payment is satisfactory subject to the condition that no allowance for shrinkage or settlement is included in the specification.

Very truly yours

C G Polk
C. G. Polk
District Engineer

29-3313 1952

Short Sand Beach Park latrine.

#3673

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 31, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3673	3-final	John Helstrom	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13610	R- 45917	$ 1,249.55	7/30/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: 6-30-52
Time Extensions: None
Completion Date: 6-18-52
Date Accepted: 7-10-52
Penalties: None
Claims: None
Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
JUL [illegible] 1952
FOR FILING

29 - 3318

3673

July 21, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3673 for construction of a latrine at Short Sand Beach Park in Tillamook County was completed by the contractor, John Helstrom, on June 18 and was formally accepted by the Highway Commission on July 10, 1952.

Final payment in the amount of $1,249.55 will be released to the contractor on or after July 31, 1952. The total contract amount is $5,460.91, and no force account work was performed on the job.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Martin Knutsen & Son
189 Twelfth St.
Astoria, Oregon

NOTED ON CARD
7-21-52

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JUL 11 1952
FOR FILING

29-3313

361

July 9, 1952

United States Fidelity and Guaranty Company,
1112 Cascade Building,
520 S. W. Sixth Avenue,
Portland, Oregon.

Attention: Mr. George C. Bottoms.

Gentlemen:

Your letter of July 2 concerning an amount due John Helstrom from the State of Oregon has been forwarded to this office from the Department of Finance and Administration. Apparently, the amount referred to is in connection with State Highway Contract No. 3673 awarded to John Helstrom for construction of a latrine in Short Sand Beach Park, Tillamook County. Our records show that as of June 10 Mr. Helstrom had earned $4,609.99 on this project, so, apparently, his statement of $4,000 as of June 5 is approximately correct.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

cc - R. W. Remington
Purchasing Agent
Department of Finance and Administration

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 CASCADE BUILDING
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON
TELEPHONE: BROADWAY 0464

W. TALBOT SINCLAIR
MANAGER
GEORGE C. BOTTOMS
ASSOCIATE MANAGER
LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

July 2, 1952

3673

State of Oregon
Department of Finance and Administration
Salem, Oregon

Re: John Helstrom, Astoria, Oregon

Gentlemen:

The above contractor has furnished us his financial statement dated June 5, 1952, and therein has listed an account receivable from the State of Oregon in a round figure amount of $4,000.00.

On the attached copy of this letter we would appreciate it if you would verify for us, as of the date of the statement, June 5, 1952, whether or not the above figure is substantially correct.

We regret that we are unable to furnish more definite information insofar as the particular job or jobs on which such amount is due and we hope that you will not entail too much difficulty in determining a verification.

For your convenience in replying, we enclose herewith a stamped, self addressed envelope.

Very truly yours,

George C Bottoms

Associate Manager

GCB:l
Enc.

6-10 est. $4607.99 release 398.53

U. S. F. & G.

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APR 1952
FOR FILING

29 [illegible]

3673

April 23, 1952

Mr. John Helstrom
649 Jerome Avenue
Astoria, Oregon

Dear Sir:

We enclose herewith, for your records and files, fully executed copy of contract No. 3673, which was awarded to you on March 14, 1952 by the State Highway Commission, covering Short Sand Beach Park Latrine in Tillamook County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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MAR [illegible] 1952
FOR FILING

37

3673

March 17, 1952

Mr. John Helstrom
Astoria
Oregon

Dear Mr. Helstrom:

The State Highway Commission on March 14th awarded you Contract No. 3673 for construction of a standard latrine at Short Sand Beach Park on the Oregon Coast Highway in Tillamook County. This award was based on your low bid of $5,315.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. M. Franzwa
E. G. Smith
S. H. Probert
G. S. Paxson

FI-321(5) La Grande-N. Powder Sec. of 1952
the Old Ore. Trail Hwy. about 12 M.
#3674 southeasterly from La Grande.

RECEIVED
FOR FILING
F1-331(5)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 30, 1952

(CONTRACT NO.) 3674	(EST. NO.)	(CONTRACTOR)
3674	3-final	Arthur Simonsen & Geo. Bergen

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24193	R-56676	$ 500.00	Dec. 30, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: None

Completion Date: Oct. 31, 1952

Date Accepted: Nov. 24, 1952 without penalty

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-2-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
a.a. Wahlander

[illegible]
1-2-53

RECEIVED
FOR FILING

FI-321([illegible])

[illegible]

December 17, 1952

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3674 for roadside improvement on the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker Counties was completed by the contractor, Arthur Simonsen & George Borgen, on October 31 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $500.00 will be released to the contractor on or after December 27, 1952. The total contract amount is $8,405.53, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frisbie-Long Insutance Agency
1915 Washington St.
Baker, Oregon

Portland Branch Office

~~Mr~~. Glaisyer

NOTED
H. B. GLAISYER

I told Mrs. Lewis to ignore the claim on this job as all the evidence we have indicates that if there is a claim it is against Pacific Sand & Gravel Co.

RECEIVED
DEC 16 1952
FOR FILING

F1-321(5)

3674

Mrs Lewis R

December 11, 1952

United Pacific Insurance Company
Medical Arts Building
Tacoma 1, Washington

Attention: Mr. Harold L. Hawkins

Gentlemen:

This is to acknowledge your letter of December 9th concerning your bond No. 124721 with Arthur Simonsen and George Borgen furnished with Contract No. 3674 for roadside improvement on the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker counties. Pacific Sand and Gravel Company of Centralia, Washington, hold a state highway contract for grading and paving on the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker counties.

We have notified the Pacific Sand and Gravel Company and their surety concerning the claim of Mr. R. W. George who suffered damage to his automobile on August 2nd and concerning which we have previously written to you.

Our field engineer's reports show that some work was performed by Mr. Simonsen and Mr. Borgen on Contract No. 3674 in May of 1952 and that he apparently did no more work until the forepart of October, 1952.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

12-11-52 gx

UNITED PACIFIC
Insurance Company
HOME OFFICE
MEDICAL ARTS BUILDING
TACOMA 1, WASHINGTON

December 9, 1952

Oregon State Highway Commission
Salem, Oregon

3674

Attention: Mr. H. B. Glaisyer
Secretary

Re: Bond No. 124721
Arthur Simonsen and
George Borgen, Principal
State of Oregon, Obligee

Gentlemen:

We acknowledge your letter of November 13, 1952, to which reply was made by Mr. Kelley of this office.

We are now advised that our principal did not commence his work until October 1, 1952, and was not involved in the construction of the highway which was done under the jurisdiction of Pacific Sand and Gravel Company, who were the prime contractors on said highway.

Under the facts, it would not appear that our principal was in any manner connected with the placing of the barriers or the failure to place adequate lights, which appears to be the claim of negligence made on the part of the operator of the vehicle involved. We trust that you will forward the correspondence to the proper parties, and if our information is incorrect will appreciate your further advice, so that we may make further inquiry.

Yours very truly,

Harold L. Hawkins

Harold L. Hawkins
Legal Department

HLH:os

RECEIVED

NOTED ON CARD

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

B

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F1-321(
674

November 21, 1952

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & George Borgen on contract No. 3674, covering roadside improvement on the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker Counties.

This payment, in the amount of $5,165.21, will be released to the contractor on or after December 1, 1952. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any verified claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frisbie-Long Insurance Agency
1915 Washington St.
Baker, Oregon

Portland Branch Office

NOTED ON CARD

11-21-52

RECEIVED
NOV 1952
FOR FILING

F1-33/[illegible]

3674

November 5, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 31, 1952 on Contract No. 3674, La Grande-North Powder Section, in connection with Federal Aid Project No. F-321 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form E-1—10M—11-51

F1-321(5)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final
XXX
No. 5

For Week Ending Oct. 31, 1952

Section La Grande-North Powder

Highway Old Oregon Trail

Contractor Arthur Simonsen & George Borgen

Date of contract March 14, 1952

Date work started May 5, 1952

Amount of contract $ 10,095.00

Kind of work Roadside Improvement

Section prefix 31-1028 FI-321(5)

Contract number 3674

Date of completion Oct. 31, 1952

Estimated date of completion Oct. 31, 1952

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 8,405.53

Per cent of contract completed, based on total contract price 83.3 %

Engineering cost to date $ 450.00, 47.3 %

Date project was completed Oct. 31, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Cultivation, fertilizing and sowing of all areas between station 950+60 and 1250 was done this week, to complete the project. Mixtures "B" and "C" used on these areas.

NOTED
H. G. SMITH

RECEIVED
NOV - 5 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. C. Hitt

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Cat work (hours)		Preparing soil & seeding (acres)		
Miles partially completed					
Miles completed –					
Total estimated quantities	121		115.15		
Estimated quantities moved or placed to date	121		115.15		
Average daily quantities			11.4 (5 days)		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			1		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....
1 wheel tractor 1 harrow 1 seed spreader
Compressors ...., Bulldozers ...., Sheep-foot rollers 1 crawler tractor, 1 offset disk . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-moderate		
Monday	" "		
Tuesday	Fair-warm		
Wednesday	Cool-overcast		
Thursday	Part cloudy-cool		
Friday	" "	light showers	
Saturday	Fair-cool		

State Printing 53332

Form PR-1 (Revised 1946)

State Oregon

Project No. FI-321(5)

Federal Aid
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of July, 1952 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of August, 1951, a program, which was approved on the 21st day of November, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 5th day of December, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred eighty-one thousand and 00/100 dollars ($481,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 93+00 at the north boundary of Section 22, T-3-S, R-38-E, W.M., and survey station 1253+00 on the east boundary of the west half Section 27, T-6-S, R-39-E, except stations 1139+94.17 - 1140+17.83, 1216+61 - 1218+45, & 1235+80 - 1236+60, length 21.718 miles, in Union & Baker Count~~y~~ies being Oregon Federal Aid project No. FI-321(5), consisting of 21.718 miles of roadway and no bridges, xxxh of more than 20 feet clear span, xxxxxxxxxxxxx.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "~~Secondary~~ Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred eighty-one thousand and 00/100 dollars ($481,000.00), which does not exceed the authorized Federal pro rata share of seven hundred seventy-six thousand six hundred fifty-five and 54/100 dollars ($776,655.54), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

Assistant STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-2

RECEIVED JUL 17

Oregon State Highway Department

Federal Aid Project
No. FI-321 (5)

LA GRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL IN UNION AND BAKER COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1952

Type Code 6201
2-Lane Pavement (Sta. 93+00 to 379+00) (Sta. 508+00 to 676+00) (Sta. 734+00 to 1253+00) (Contract No. 3612)

All Required		Clearing and Grubbing (20%)		$ 1,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.50	25.00
29,000	cu. yds.	Special Borrow Excavation, Unclassified	.38	11,020.00
300	cu. yds.	General Excavation, Location "A", Unclassified	.58	174.00
37,000	yd. stas.	Short Overhaul	.02	740.00
5,900	C-yd. stas.	Long Overhaul	.50	2,950.00
103,000	yd. mi.	Truck Haul on Special Borrow	.12	12,360.00
0.67	mile	Finishing Roadbed and Slopes	800.00	536.00
130	lin. ft.	12-inch Concrete Pipe	1.70	221.00
4,500	cu. yds.	Selected Cinder Topping	.32	1,440.00
60,000	yd. mi.	Hauling Cinder Topping	.07	4,200.00
42,000	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	75,600.00
1,900	M-gals.	Sprinkling	2.00	3,800.00
17.27	miles	Preparation of Base	150.00	2,590.50
2,700	cu. yds.	3/4" - 0 Material in Binder Course	2.00	5,400.00
450	tons	Furnishing and Placing RC-2 Asphalt in Binder Course	40.00	18,000.00
54,000	tons	Class "B" Asphaltic Concrete	5.45	294,300.00
240	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	10,800.00
1,400	cu. yds.	Aggregate in Seal Coat	3.75	5,250.00
				$450,406.50

Seeding Slopes (Sta. 560+00 to 676+00) (Sta. 734+00 to 1253+00) (Contract No. 3674)

84	hours	37-43 H.P. Tractor and Dozer	$ 8.00	$ 672.00
137	acres	Preparing Soil and Seeding	42.50	5,822.50
529	lbs.	Grass Seed, Fairway Crested Wheatgrass	.80	423.20
395	lbs.	Grass Seed, Ladak Alfalfa	1.05	414.75
284	lbs.	Grass Seed, Alta Fescue	1.05	298.20
370	lbs.	Grass Seed, Tualatin Oatgrass	1.20	444.00

90	lbs.	Grass Seed, Meadow Foxtail	$ 2.00	$ 180.00
15	tons	Ammonium Sulphate Fertilizer	90.00	1,350.00
				$ 9,604.65
			Subtotal	$460,011.15
			10% Engr. & Cont.	46,001.11
			Total	$506,012.26

Length of Roadway	17.279 miles
Length of 3 Bridges	.054 mile (Exception)
Total Length	17.333 miles
Cost per Mile, Roadway	$29,284.81

Type Code 6201
4-Lane Roadway (Sta. 379+00 to 508+00) (Sta. 676+00 to 784+00)
(Contract No. 3612)

All Required		Clearing and Grubbing (05%)		$ 250.00
90,000	cu. yds.	General Excavation, Location "B", Unclassified	$ .70	63,000.00
0.16	mile	Finishing Roadbed and Slopes	800.00	128.00
3,000	cu. yds.	Selected Cinder Topping	.32	960.00
21,000	yd. mi.	Hauling Cinder Topping	.07	1,470.00
7,500	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	13,500.00
400	M-gals.	Sprinkling	2.00	800.00
4.44	miles	Preparation of Base	150.00	666.00
1,200	cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,400.00
180	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	40.00	7,200.00
27,000	tons	Class "B" Asphaltic Concrete	5.45	147,150.00
120	tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	45.00	5,400.00
700	cu. yds.	Aggregate in Seal Coat	3.75	2,625.00
				$245,549.00

Seeding Slopes (Sta. 676+00 to 784+00)

16	hours	37-43 H.P. Tractor and Dozer	$ 8.00	$ 128.00
5	acres	Preparing Soil and Seeding	42.50	212.50
21	lbs.	Grass Seed, Fairway Crested Wheatgrass	.80	16.80
15	lbs.	Grass Seed, Ladak Alfalfa	1.05	15.75
26	lbs.	Grass Seed, Alta Fescue	1.05	27.30
1	ton	Ammonium Sulphate Fertilizer	90.00	90.00
				$ 490.35
			Subtotal	$246,039.35
			10% Engr. & Cont.	24,603.93
			Total	$270,643.28

Length of Roadway	4.439 miles
Cost per Mile	$60,969.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$506,012.26	$313,385.00	$192,627.26
4-Lane Roadway	270,643.28	167,615.00	103,028.28
	$776,655.54	$481,000.00	$295,655.54

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

7

Oregon State Highway Department

Federal Aid Project
No. FI-321 (5)

LA GRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL IN UNION AND BAKER COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

June
Salem, Oregon, ~~April 22~~, 1952

Type Code 6201
2-Lane Pavement (Sta. 93+00 to 379+00) (Sta. 508+00 to 676+00) (Sta. 734+00 to 1253+00) (Contract No. 3612)

All Required		Clearing and Grubbing (20.)		$ 1,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.50	25.00
29,000	cu. yds.	Special Borrow Excavation, Unclassified	.38	11,020.00
300	cu. yds.	General Excavation, Location "A", Unclassified	.58	174.00
37,000	yd. stas.	Short Overhaul	.02	740.00
5,900	C-yd. stas.	Long Overhaul	.50	2,950.00
103,000	yd. mi.	Truck Haul on Special Borrow	.12	12,360.00
0.67	mile	Finishing Roadbed and Slopes	800.00	536.00
130	lin. ft.	12-inch Concrete Pipe	1.70	221.00
4,500	cu. yds.	Selected Cinder Topping	.32	1,440.00
60,000	yd. mi.	Hauling Cinder Topping	.07	4,200.00
42,000	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	75,600.00
1,900	M-gals.	Sprinkling	2.00	3,800.00
17.27	miles	Preparation of Base	150.00	2,590.50
2,700	cu. yds.	3/4" - 0 Material in Binder Course	2.00	5,400.00
450	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	40.00	18,000.00
54,000	tons	Class "B" Asphaltic Concrete	5.45	294,300.00
240	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	10,800.00
1,400	cu. yds.	Aggregate in Seal Coat	3.75	5,250.00
				$450,406.50

Seeding Slopes (Sta. 560+00 to 676+00) (Sta. 734+00 to 1253+00) (Contract No. 3674)

84	hours	37-43 H.P. Tractor and Dozer	$ 8.00	$ 672.00
137	acres	Preparing Soil and Seeding	42.50	~~5,882.50~~ 5822.50
529	lbs.	Grass Seed, Fairway Crested Wheatgrass	.80	423.20
395	lbs.	Grass Seed, Ladak Alfalfa	1.05	414.75

284	lbs.	Grass Seed, Alta Fescue	$ 1.05	$ 298.20
370	lbs.	Grass Seed, Tualatin Oatgrass	1.20	444.00
90	lbs.	Grass Seed, Meadow Foxtail	2.00	180.00
15	tons	Ammonium Sulphate Fertilizer	90.00	1,350.00
				$ 9,604.65
		Subtotal		$460,011.14 5
		10% Engr. & Cont.		46,001.11
		Total		$506,012.25 6

Length of Roadway	17.279 miles
Length of 3 Bridges	.054 mile (Exception)
Total Length	17.333 miles
Cost per Mile, Roadway	$29,284.81

Type Code 6201

4-Lane Roadway (Sta. 379+00 to 508+00) (Sta. 676+00 to 784+00)

(Contract No. 3612)

All Required		Clearing and Grubbing (05A)		$ 250.00
90,000	cu. yds.	General Excavation, Location "B", Unclassified	$ .70	63,000.00
0.16	mile	Finishing Roadbed and Slopes	800.00	128.00
3,000	cu. yds.	Selected Cinder Topping	.32	960.00
21,000	yd. mi.	Hauling Cinder Topping	.07	1,470.00
7,500	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	13,500.00
400	M-gals.	Sprinkling	2.00	800.00
4.44	miles	Preparation of Base	150.00	666.00
1,200	cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,400.00
180	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	40.00	7,200.00
27,000	tons	Class "B" Asphaltic Concrete	5.45	147,150.00
120	tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	45.00	5,400.00
700	cu. yds.	Aggregate in Seal Coat	3.75	2,625.00
				$245,549.00

Seeding Slopes (Sta. 676+00 to 784+00)

16	hours	37-43 H.P. Tractor and Dozer	$ 8.00	$ 128.00
5	acres	Preparing Soil ~~for~~ and Seeding	42.50	212.50
21	lbs.	Grass Seed, Fairway Crested Wheatgrass	.80	16.80
15	lbs.	Grass Seed, Ladak Alfalfa	1.05	15.75
26	lbs.	Grass Seed, Alta Fescue	1.05	27.30
1	ton	Ammonium Sulphate Fertilizer	90.00	90.00
				$ 490.35
		Subtotal		$246,039.35
		10% Engr. & Cont.		24,603.93
		Total		$270,643.28

Length of Roadway 4.439 miles
Cost per Mile $60,969.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$506,012.2~~5~~ 6	$313,385.00	$192,627.2~~5~~ 6
4-Lane Roadway	270,643.28	167,615.00	103,028.28
	$776,655.5~~3~~ 4	$481,000.00	$295,655.5~~3~~ 4

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-321 (5)

LA GRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL IN UNION AND BAKER COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 22, 1952

Type Code 6201
2-Lane Pavement (Sta. 93+00 to 379+00) (Sta. 508+00 to 676+00)
(Sta. 784+00 to 1253+00) (Contract No. 3512)

All Required		Clearing and Grubbing (20%)		$ 1,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.50	25.00
29,000	cu. yds.	Special Borrow Excavation, Unclassified	.38	11,020.00
300	cu. yds.	General Excavation, Location "A", Unclassified	.58	174.00
37,000	yd. stas.	Short Overhaul	.02	740.00
5,900	C-yd. stas.	Long Overhaul	.50	2,950.00
103,000	yd. mi.	Truck Haul on Special Borrow	.12	12,360.00
0.67	mile	Finishing Roadbed and Slopes	300.00	536.00
130	lin. ft.	12-inch Concrete Pipe	1.70	221.00
4,500	cu. yds.	Selected Cinder Topping	.32	1,440.00
60,000	yd. mi.	Hauling Cinder Topping	.07	4,200.00
42,000	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	75,600.00
1,900	M-gals.	Sprinkling	2.00	3,800.00
17.27	miles	Preparation of Base	150.00	2,590.50
2,700	cu. yds.	3/4" - 0 Material in Binder Course	2.00	5,400.00
450	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	40.00	18,000.00
54,000	tons	Class "B" Asphaltic Concrete	5.45	294,300.00
240	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	10,800.00
1,400	cu. yds.	Aggregate in Seal Coat	3.75	5,250.00
				$450,406.50

Seeding Slopes (Sta. 560+00 to 676+00) (Sta. 784+00 to 1253+00)
(Contract No. 3674)

84	hours	37-43 H.P. Tractor and Dozer	$ 8.00	$ 672.00
137	acres	Preparing Soil and Seeding	42.50	5,882.50
529	lbs.	Grass Seed, Fairway Crested Wheatgrass	.80	423.20
395	lbs.	Grass Seed, Ladak Alfalfa	1.05	414.75

284	lbs.	Grass Seed, Alta Fescue	$ 1.05	$ 298.20
370	lbs.	Grass Seed, Tualatin Oatgrass	1.20	444.00
90	lbs.	Grass Seed, Meadow Foxtail	2.00	180.00
15	tons	Ammonium Sulphate Fertiliser	90.00	1,350.00
				$ 9,604.65

Subtotal	$460,011.14
10% Engr. & Cont.	46,001.11
Total	$506,012.25

Length of Roadway	17.279 miles
Length of 3 Bridges	.054 mile (Exception)
Total Length	17.333 miles
Cost per Mile, Roadway	$29,284.81

Type Code 6201
4-Lane Roadway (Sta. 379+00 to 508+00) (Sta. 676+00 to 784+00) (Contract No. 3612)

All Required		Clearing and Grubbing (05%)		$ 250.00
90,000	cu. yds.	General Excavation, Location "B", Unclassified	$ .70	63,000.00
0.16	mile	Finishing Roadbed and Slopes	800.00	128.00
3,000	cu. yds.	Selected Cinder Topping	.32	960.00
21,000	yd. mi.	Hauling Cinder Topping	.07	1,470.00
7,500	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	13,500.00
400	M-gals.	Sprinkling	2.00	800.00
4.44	miles	Preparation of Base	150.00	666.00
1,200	cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,400.00
180	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	40.00	7,200.00
27,000	tons	Class "B" Asphaltic Concrete	5.45	147,150.00
120	tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	45.00	5,400.00
700	cu. yds.	Aggregate in Seal Coat	3.75	2,625.00
				$245,549.00

Seeding Slopes (Sta. 676+00 to 784+00)

16	hours	37-43 H.P. Tractor and Dozer	$ 8.00	$ 128.00
5	acres	Preparing Soil for Seeding	42.50	212.50
21	lbs.	Grass Seed, Fairway Crested Wheatgrass	.80	16.80
15	lbs.	Grass Seed, Ladak Alfalfa	1.05	15.75
26	lbs.	Grass Seed, Alta Fescue	1.05	27.30
1	ton	Ammonium Sulphate Fertiliser	90.00	90.00
				$ 490.35

Subtotal	$246,039.35
10% Engr. & Cont.	24,603.93
Total	$270,643.28

Length of Roadway	4.439 miles
Cost per Mile	$60,969.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$506,012.25	$313,385.00	$192,627.25
4-Lane Roadway	270,643.28	167,615.00	103,028.28
	$776,655.53	$481,000.00	$295,655.53

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-321 (5)

LA GRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL IN UNION AND BAKER COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 19, 1952

Type Code 6201
2-Lane Pavement (Sta. 93+00 to 379+00) (Sta. 508+00 to 676+00) (Sta. 784+00 to 1253+00) (Contract No. 3612)

All Required		Clearing and Grubbing (20%)		$ 1,000.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.50	25.00
29,000	cu. yds.	Special Borrow Excavation, Unclassified	0.38	11,020.00
300	cu. yds.	General Excavation, Location "A", Unclassified	0.58	174.00
37,000	yd. stas.	Short Overhaul	0.02	740.00
5,900	C-yd. stas.	Long Overhaul	0.50	2,950.00
103,000	yd. mi.	Truck Haul on Special Borrow	0.12	12,360.00
0.67	mile	Finishing Roadbed and Slopes	800.00	536.00
130	lin. ft.	12-inch Concrete Pipe	1.70	221.00
4,500	cu. yds.	Selected Cinder Topping	0.32	1,440.00
60,000	yd.mi.	Hauling Cinder Topping	0.07	4,200.00
42,000	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	75,600.00
1,900	M-gals.	Sprinkling	2.00	3,800.00
17.27	miles	Preparation of Base	150.00	2,590.50
2,700	cu. yds.	3/4" - 0 Material in Binder Course	2.00	5,400.00
450	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	40.00	18,000.00
54,000	tons	Class "B" Asphaltic Concrete	5.45	294,300.00
240	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	10,800.00
1,400	cu. yds.	Aggregate in Seal Coat	3.75	5,250.00
				$450,406.50

Seeding Slopes (Sta. 560+00 to 676+00) (Sta. 784+00 to 1253+00)

84	hours	37-43 H.P. Tractor and Dozer	$ 7.00	$ 588.00
137	acres	Preparing Soil and Seeding	60.00	8,220.00
529	lbs.	Grass Seed, Fairway Crested Wheatgrass	0.50	264.50

395	lbs.	Grass Seed, Ladak Alfalfa	$ 0.80	$ 316.00
284	lbs.	Grass Seed, Alta Fescue	0.50	142.00
370	lbs.	Grass Seed, Tualatin Oatgrass	0.80	296.00
90	lbs.	Grass Seed, Meadow Foxtail	1.40	126.00
15	tons	Ammonium Sulphate Fertilizer	75.00	1,125.00
				$ 11,077.50

Subtotal	$461,484.00
10% Engr. & Cont.	46,148.40
Total	$507,632.40

Length of Roadway	17.279 miles
Length of 3 Bridges	.054 miles (Exception)
Total Length	17.333 miles
Cost per mile, Roadway	$29,378.57

Type Code 6201

4-Lane Roadway (Sta. 379+00 to 508+00) (Sta. 676+00 to 784+00)
(Contract No. 3612)

All Required		Clearing and Grubbing (05%)		$ 250.00
90,000	cu. yds.	General Excavation, Location "B", Unclassified	0.70	63,000.00
0.16	mile	Finishing Roadbed and Slopes	800.00	128.00
3,000	cu. yds.	Selected Cinder Topping	0.32	960.00
21,000	yd. mi.	Hauling Cinder Topping	0.07	1,470.00
7,500	cu. yds.	3/4" - 0 Rock in Leveling Course	1.80	13,500.00
400	M-gals.	Sprinkling	2.00	800.00
4.44	miles	Preparation of Base	150.00	666.00
1,200	cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,400.00
180	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	40.00	7,200.00
27,000	tons	Class "B" Asphaltic Concrete	5.45	147,150.00
120	tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	45.00	5,400.00
700	cu. yds.	Aggregate in Seal Coat	3.75	2,625.00
			Subtotal	$245,549.00

Seeding Slopes (Sta. 676+00 to 784+00)

16	hours	37-43 H.P. Tractor and Dozer	$ 7.00	$ 112.00
5	Acres	Preparing Soil for Seeding	60.00	300.00
21	lbs.	Grass Seed, Fairway Crested Wheat-grass	0.50	10.50
15	lbs.	Grass Seed, Ladak Alfalfa	0.80	12.00
26	lbs.	Grass Seed, Alta Fescue	0.50	13.00
1	ton	Ammonium Sulphate Fertilizer	75.00	75.00
				$ 522.50

Subtotal	$246,071.50
10% Engr. & Cont.	24,607.15
Total	$270,678.65

Length of Roadway	4.439 miles
Cost per mile	$60,977.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$507,632.40	$315,024.00	$192,608.40
4-Lane Roadway	270,678.65	167,976.00	102,702.65
	$778,311.05	$483,000.00	$295,311.05

Oregon State Highway Department

Federal Aid Project
No. FI-321 (5)

LA GRANDE-NORTH POWDER SECTION OF THE OLD OREGON TRAIL IN UNION AND BAKER COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 29, 1951

Type Code 6201
2-Lane Pavement (Sta. 93+00 to 379+00) (Sta. 508+00 to 676+00) (Sta. 784+00 to 1253+00)

All Required		Clearing and Grubbing (20%)	$	$ 600.00
10	cu. yds.	Structural Excavation, Unclassified	3.00	30.00
29,000	cu. yds.	Special Borrow Excavation, Unclassified	.40	11,600.00
300	cu. yds.	General Excavation, Location "A", Unclassified	.40	120.00
37,000	yd. stas.	Short Overhaul	.02	740.00
5,900	C-yd. stas.	Long Overhaul	.50	2,950.00
103,000	yd. mi.	Truck Haul on Special Borrow	.18	18,540.00
0.67	mile	Finishing Roadbed and Slopes	600.00	402.00
130	lin. ft.	12" Concrete Pipe	2.50	325.00
4,500	cu. yds.	Selected Cinder Topping	.35	1,575.00
60,000	yd. mi.	Hauling Cinder Topping	.08	4,800.00
42,000	cu. yds.	3/4" - 0 Rock in Leveling Course	1.85	77,700.00
1,900	M-gals.	Sprinkling	2.50	4,750.00
17.27	miles	Preparation of Base	150.00	2,590.50
2,700	cu. yds.	3/4" - 0 Material in Binder Course	2.85	7,695.00
450	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	45.00	20,250.00
54,000	tons	Class "B" Asphaltic Concrete	5.75	310,500.00
240	tons	RS-1 Emulsified Asphalt in Seal Coat	48.00	11,520.00
1,400	cu. yds.	Aggregate in Seal Coat	4.50	6,300.00
			Subtotal	$482,987.50
			10% Engr. & Cont.	48,298.75
			Total	$531,286.25

Length of Roadway	17.279 miles
Length of 3 Structures	.054 mile (Exception)
Total Length	17.333 miles
Cost per Mile, Roadway	$30,747.51

Type Code 6201
4-Lane Roadway (Sta. 379+00 to 508+00) (Sta. 676+00 to 734+00)

All Required		Clearing and Grubbing (05%)		$ 150.00
90,000	cu. yds.	General Excavation, Location "B", Unclassified	$ .85	76,500.00
0.16	mile	Finishing Roadbed and Slopes	600.00	96.00
3,000	cu. yds.	Selected Cinder Topping	.35	1,050.00
21,000	yd. mi.	Hauling Cinder Topping	.08	1,680.00
7,500	cu. yds.	3/4" - 0 Rock in Leveling Course	1.85	13,875.00
400	M-gals.	Sprinkling	2.50	1,000.00
4.44	miles	Preparation of Base	150.00	666.00
1,200	cu. yds.	3/4" - 0 Material in Binder Course	2.85	3,420.00
180	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	45.00	8,100.00
27,000	tons	Class "B" Asphaltic Concrete	5.75	155,250.00
120	tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	48.00	5,760.00
700	cu. yds.	Aggregate in Seal Coat	4.50	3,150.00
			Subtotal	$270,697.00
			10% Engr. & Cont.	27,069.70
			Total	$297,766.70

Length of Roadway 4.439 miles
Cost per Mile $67,079.68

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$531,286.25	$329,389.00	$201,897.25
4-Lane Roadway	297,766.70	184,611.00	113,155.70
	$829,052.95	$514,000.00	$315,052.95

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

MEMO TO:

C. G. Polk
(District Engineer)

February 5, 1952
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

Eighth Supplemental

Route No. F.A. 1

COUNTY Union and Baker

	ITEM No.	PROJECT No.	TERMINI	Class of Work	PROJECT COST Total Cost	 Federal Funds	 State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	125	FI-321 (5)	2.6 mi. S.E. La Grande to 1 mi. S. of North Powder	Survey-Plans					0.63 mi. Gr.& Dr. 4.44 mi. 4-lane and 17.33 mi. 2-lane high-type pavement
				Right-of-Way					
				Construction	829,000	514,000	315,000		
				TOTAL	829,000	514,000	315,000	21.77	
REQUESTED REVISION	125	FI-321 (5)	2.6 mi. S.E. La Grande to 1 mi. S. of North Powder	Survey-Plans					0.63 mi. Gr.& Dr. 4.44 mi. 4-lane and 17.33 mi. 2-lane high-type pavement, 15 mi. slope seeding
				Right-of-Way					
				Construction	800,000	496,000	304,000		
				TOTAL	800,000	496,000	304,000	21.77	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date February 5, 1952

Assistant
(State Highway Engineer)

Reason for change: It is desired to include in the proposed work the seeding of roadway slopes on approximately 15 miles of the project. On the remainder, the slope seeding was done under FI-321 (4). Sufficient funds are programmed to cover this additional work.

Recommended: ______ (Division Engineer) ______ (Date)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61030-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

November 30, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

COUNTY Union and Baker

Eighth Supplemental

Route No. [illegible]

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	125	FI-321 (5)	2.5 mi. S.E. La Grande to 1 mi. S. of North Powder	Survey-Plans					0.79 mi. Gr. & Dr. 5.0 mi. 4-lane and 16.7 miles 2-lane high-type pavement
				Right-of-Way					
				Construction	850,000	527,000	323,000		
				Total	850,000	527,000	323,000	21.70	
Requested Revision	125	FI-321 (5)	2.6 mi. S.E. La Grande to 1 mi. S. of North Powder	Survey-Plans					0.83 mi. Gr. & Dr. 4.44 mi. 4-lane and 17.33 mi. 2-lane High-type pavement
				Right-of-Way					
				Construction	829,000	514,000	315,000		
				Total	829,000	514,000	315,000	21.77	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Change in design of interchange at north end of project increased length of 2-lane pavement and reduced length of 4-lane pavement.

Date November 30, 1951

By Assistant (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61030-1

La GRANDE-NORTH POWDER SECTION

PROJECT NO. FI-321 (5)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

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3674

May 19, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 5, 1952 on Contract No. 3674, La Grande-North Powder Section, in connection with Federal Aid Project No. F-321 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DGP:tp

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FOR FILING

71 [illegible]
3674

April 15, 1952

Arthur Simonsen & George Borgen
2925 N. Main Street
Baker, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on March 14, 1952 by the State Highway Commission, as follows:

> Contract No. 3664, for rock production on the Baker-Huntington Section of the Old Oregon Trail in Baker County.
>
> Contract No. 3674, for roadside improvement on the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker Counties.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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Recorded 4/15

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71-321(..)

3674

March 17, 1952

Mr. Arthur Simonson and
Mr. George Borgen
2925 North Main Street
Baker, Oregon

Gentlemen:

The State Highway Commission on March 14th awarded you Contract No. 3674 for the La Grande-North Powder Section of the Old Oregon Trail in Union and Baker counties. This award was based on your low bid of $10,095.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - J. M. Franswa
W. C. Smith
S. H. Probert
Mark Astrup

RECEIVED
MAR 20 1952
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

FI - 321(5)

2474

March 14, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project FI-321(5), LaGrande-North Powder Section of the Old Oregon Trail (Slope Seeding), to Arthur Simonson and George Borgen, Baker, Oregon, low bidder in the amount of $10,095.00 at the March 14, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
[illegible] 1952
[illegible] COMMISSION

17-1602 Redwood Jct. Irrigation 1952
System Project on the Pacific
#3675 Highway at Grants Pass.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 3, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3675	2-final	Western Golf Course Supply Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11502	E-43832	$ 500.00	July 3, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 30, 1952

Time Extensions: None

Completion Date: April 29, 1952

Date Accepted: May 26, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-7-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

JUL [illegible] 1952

Warrant Mailed: J. B. Hen

ON CARD
7-[illegible]

RECEIVED
JUN 18 1952
FOR FILING

June 17, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3675 for Redwood Junction irrigation system in Josephine County was completed by the contractor, Western Golf Course Supply Co., on April 29 and was formally accepted by the Highway Commission on May 26,1952.

Final payment in the amount of $500 will be released to the contractor on or after June 27, 1952. The total contract amount is $2,701.81, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

6-17-52

RECEIVED
[illegible] 1952
FOR FILING

[illegible]

[illegible]

May 22, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Western Golf Course Supply Co. in connection with contract No. 3675, covering Redwood Junction Irrigation System on the Pacific Highway in Josephine County. This payment, in the amount of $2,201.81, will be made to the contractor on or after June 2, 1952. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
5-22-52 g

RECEIVED
APR 16 1952
FOR FILING

3675

April 14, 1952

Western Golf Course Supply Co.
1006 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3675 which was awarded to you on March 14, 1952 by the State Highway Commission, for the Redwood Junction irrigation system on the Pacific Highway in Josephine County.

We are also mailing an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 4/14, gl

RECEIVED
MAR 1 [illegible]
FOR FILING

3675

March 17, 1952

Western Golf Course Supply Co.
1006 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission on March 14, 1952, awarded you Contract No. 3675 for the Redwood Junction Irrigation System Project on the Pacific Highway in Josephine County. This award was based on your low bid of $2,886.70 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
Mark Astrup
W. M. Franzwa, SIAC

BFI-303(5) Tualatin River Bridges 1952
Const. 2 Bridges over Tualatin
#3676 River, W. Portland-Hubbard Hwy.

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 7, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3676	14-Final	Donald M. Drake Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
19273	R-77441	$ 13,167.39	10/6/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1953
Time Extensions: to July 31, 1953
Completion Date: July 30, 1953
Date Accepted: Aug. 6, 1953
Penalties: none
Claims: none
Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
by Floyd Query

Warrant Mailed:
A. A. Wahlander

10-12-53 gl

RECEIVED
FOR FILING

FF1-2 [illegible]

September 4, 1953

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3676 for constructing the Tualatin River Bridges on the West Portland-Hubbard Highway in Washington County was completed by the contractor, Donald M. Drake Co., on July 30 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $13,167.39 will be released to the contractor on or after September 14, 1953. The total contract amount is $158,377.14, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

9-4-53 [illegible]

RECEIVED
JUL 15 1953
FOR FILING

July 13, 1953

Donald M. Drake Co.
904 Lewis Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on June 25, 1953, had under discussion your request for an extension of time 61 days, from May 31 to July 31, 1953, within which to complete your contract No. 3676 for the Tualatin River Bridges on the West Portland-Hubbard Highway in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
7-13-53, g

RECEIVED
JUN 2 - 1953
FOR FILING

BF- [illegible]

3076

May 20, 1953

Oregon State Highway Commission

Request for extension of time
No. 3
June 25 and 26 meeting.

Gentlemen:

Re: Tualatin River Bridges
Contract 3076
Donald M. Drake Company, Contractor

The Donald M. Drake Company, contractor for the construction of the twin bridges over the Tualatin River on the Portland-Salem Expressway, has requested an extension of time from May 31, 1953 to and including July 31, 1953 to complete the work on this project.

The contractor lost all of his falsework in the flood last winter and was not able to replace it for several months. It is recommended that the extension be granted without penalty. The concurrence of the Bureau of Public Roads in this recommendation is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

CSP:gm

RECEIVED
FOR FILING

April 23, 1952

Donald M. Drake Co.
904 Lewis Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3676, covering construction of Tualatin River Bridges on the West Portland-Hubbard Highway in Washington County, awarded March 20, 1952.

Contract No. 3679, for construction of Tualatin Undercrossing on the West Portland-Hubbard Highway in Washington County, awarded March 28, 1952.

These copies are for your records and files.

We are also mailing an executed copy of each of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
FOR FILING
OREGON DISTRICT

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 27, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-303(5)
Tualatin River Bridges
Allotment Authorization
Letter D 35-154

Dear Sir:

Attached are two copies of subject authorization letter dated March 26, 1952 issued to the Donald M. Drake Construction Company covering 180 tons carbon steel for second quarter, 1952 delivery.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

Encls.

CC - C. A. Gardner

A-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Donald M. Drake Construction Co.
904 Lewis Building
Portland 4, Oregon

Date: March 26, 1952
BPR Serial No. D 35-154
State: Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION
Oregon project BFI 303(5), Tualatin River bridges

Specific Item	Quantity	Allotment Number	Period Valid
Carbon steel (including one ton of structural shapes)	180 tons	J-3-2052	second quarter 1952

You are hereby authorized to use the Bureau of Public Roads Allotment Number for the controlled material items, quantities, and periods specified above. The quantities are not to be exceeded and the use of the allotment number is valid only for the period specified. The use of the allotment numbers is subject to the following conditions:

1. The contractor, in addition to placing the Allotment Number on his material order, shall certify as follows: "Certified under CMP Regulation 6," and sign and date.

2. Materials received pursuant to this authorization must be used only in the construction of the designated projects, not in excess of the amount indicated for these projects. Further, the conditions set forth apply to the allotment authorized for these projects and do not affect the conditions that may be set forth for other projects under contract by you.

3. If you do not need to use this allotment number for the full amount of controlled materials authorized for the above-named projects, you must promptly notify the District Engineer for the Bureau of Public Roads of the amount not needed so that this authorization may be reduced and these materials authorized for other projects. The following is the District Engineer's address:

Room 408 State Highway Building
Salem, Oregon

4. Section 17(b) of CMP Regulation 6 provides that each contractor shall retain for at least two years at his regular place of business all documents upon which he relies as entitling him to receive an allotment of controlled materials, together with a record of the actual quantities received.

5. This allotment of steel and copper does not constitute a waiver of the requirements to secure authority to commence construction under NPA Order M-4, when such authority is necessary.

Correspondence and inquiries concerning this authorization should be addressed to the Bureau of Public Roads representative indicated in the paragraph numbered 3.

If a further allotment of steel or copper is needed for the abovenamed projects, application should be made through the State highway department to the Bureau of Public Roads District Engineer. Such application must be made at such time in advance as is specified in Schedule III of CMP Regulation 1, plus the time required to process the application. (The lead time required by the mills for most carbon steel is 45 days in advance of the first day of the month in which shipment is requested).

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By
W. H. LYNCH
Division Engineer

This letter implies no obligation on the part of the State Highway Department or of the Bureau of Public Roads to revalidate this allotment to a subsequent period in the event a rated order pursuant to it is not placed by you before the end of the period of availability specified above.

RECEIVED
MAR 20 1952
FOR FILING

3676

March 20, 1952

Donald M. Drake Company
904 Lewis Building
Portland, Oregon

Gentlemen:

The State Highway Commission on March 14 accepted your proposal to construct twin bridges over the Tualatin River on the West Portland-Hubbard Highway in Washington County for the sum of $164,320, and awarded Contract No. 3676 to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

d
Enc.

cc - W. M. Franzwa
H. G. Smith
S. N. Probert
G. S. Paxson
Goldie Lewis

EIVED
1952
FOR FILING

P-41-[illegible]

3676

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE ☐	LETTER TELEGRAM ☐
VICTORY LETTER ☐	SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 20, 1952
11:40 a.m.

Donald M. Drake Company
904 Lewis Building
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Tualatin River Bridges on West Portland-Hubbard Highway in Washington County for which you submitted low bid on March 14. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Confirmation
Accounting (5001-900)
Files
C. W. Head

RECEIVED
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

3676

March 20, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of way have been acquired for Oregon Project BFI-303(5), Tualatin River Bridges on the Boones Ferry Road-Willamette River Unit of the West Portland-Hubbard Highway, we hereby concur as of this date in award of contract to Donald M. Drake Company of Portland, Oregon, low bidder in the amount of $164,320.00 at the March 14, 1952 bid opening.

Very truly yours,

G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]
[illegible] COMMISSION

RECEIVED
MAR [illegible] 1952
FOR FILING

B-FI-303(5)

3676

March 20, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Tualatin River Bridges
F.A. No. BFI-303(5)

This is to advise that all rights of way have been secured for the Tualatin River Bridges, and we propose to award a contract for this project, as of today, to Donald M. Drake Company, at their low bid of $164,320 submitted at the Highway Commission meeting on March 14, 1952. May we have your concurrence in this award.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc G. S. Paxson
E. B. Glaisyer

PFI-324(2) Pacific Hwy. East Over- 1952
crossing of the Southern Pacific Co's.
#3677 Silverton Br. track on Salem By-Pass.

6-53-300

L-7701

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

FOR FILING

IN REPLY PLEASE REFER TO
911/323

December 14, 1953

SUBJECT: Geer, Oregon - Overpass

NOTED
C. A. GARDNER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter addressed to the attention of Mr. Geo Nelson, dated November 5, 1953, signed by Mr. W. C. Williams, Assistant State Highway Engineer, and pertaining to the retention of percentages of progressive bills paid and the submission of final bill for our costs in connection with agreement dated April 22, 1953, our Audit No. 89432.

Final Bill when submitted, will conform to the provisions of Section XIV-D General Administrative Memorandum No. 299 which is incorporated in the agreement. It is also noted that the Memorandum recognizes the requirements of the various States respecting the retention of a percentage of bills paid pending final settlement.

Very truly yours,

E. E. Mayo

NOTED
W. C. WILLIAMS

RECEIVED
DEC 1[illegible] 1953
[illegible] STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1953

Southern Pacific Company

S-280

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

FOR FILING
mb-D
BFI-324(1)
3677
21637

IN REPLY PLEASE REFER TO

EB-220-113-
State of Oregon
State Highway Department

NOV 13 1953

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

G. A. GARDNER

Gentlemen:

Thank you for your letter of November 5, 1953, regarding amount of $200.70, outstanding in our accounts, which represents 10% balance due on bills collectible rendered against you under terms of agreement audit No. 89432 dated April 22, 1952, for cost of labor and material furnished in connection with highway overpass between Salem and Geer, Oregon.

As the matter referred to in your letter regarding final billing comes under the jurisdiction of Mr. R. V. Cole, Auditor of Disbursements, your communication is being referred to his office for handling. You will no doubt hear from him in the near future.

Yours truly,

GEO. NELSON

By WB

W. C. WILLIAMS

RECEIVED
NOV 17 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
NOV 16 1953
STATE HIGHWAY

RECEIVED
FOR FILING

November 5, 1953

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Geo. Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

Re: EB-220-113
Agreement Audit No. 89432
Geer Grade Separation

Please advise us as to whether or not the bills listed in your letter of November 3 constitute the total cost for work by your company at the site of the above project. No retained percentage will be released until such time as we have checked and approved final billing.

Very truly yours,

R. M. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. C. A. Gardner
Mr. C. H. Maison

No. 4637
By CW

ASSIGNMENT

vember 5, 1953

Description: **Letter of November 3 by Geo. Nelson of the Southern Pacific Company regarding $200.70, representing 10% balance due on bills collectible rendered in connection with highway overpass between Salem and Geer**

Acknowledged by _____ Referred to ___**Gardner** ✓_______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed Nov. 6-1953 Report received _______

Remarks:

S-260

mb

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB-220-113-
Statement of Oregon-
Highway Department

NOV 3 1953

NOTE
W. C. WILLIAM

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

We have outstanding in our accounts, $200.70, which represents 10% balance due on bills collectible rendered against you under terms of agreement audit No. 89432 dated April 22, 1952, for cost of labor and material furnished in connection with highway overpass between Salem and Geer, Oregon, detailed as follows:

Bill Number	Date	10% Balance Due
427702	December 1952	$20.32
427706	" "	38.02
427708	" "	47.78
427710	" "	94.58
		$200.70

PLEASE RETURN TO
W. C. WILLIAMS

Will you please advise when we may expect your remittance, amount $200.70, to be forwarded to Southern Pacific Company, c/o Treasury Department, 65 Market Street, San Francisco 5, California, so that we may be in a position to clear this amount from our accounts.

Your prompt attention and cooperation in this matter will be appreciated.

Yours truly,

Geo. Nelson
By

RECEIVED
[illegible] HIGHWAY COMMISSION

RECEIVED
FOR FILING

4548

ASSIGNMENT

No. 4548
By WCW

Date: **Sept. 29, 1953**

Description: **8 copies of Bill No. 83 from Western Union Telegph.Co. 9-25-53, in amt. of $123.51, on Job 3695-52 - permanent work in connection with constr. of hwy overpass at Salem, per our letter 1-23-53.**

Acknowledged by _____ Referred to ___ **C. A. Gardner** ✓ ____

Investigate and report with recommendation
XXX[illegible] such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed Rec'd 9-30-53 Report received ________

Remarks: Bill being processed for payment

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING
APR [illegible]

7 file

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	LETTER TELEGRAM	☐
VICTORY LETTER	☐	SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 10, 1953

MR. C. P. NORTON, AREA SUPERINTENDENT
PLANT & ENGINEERING
WESTERN UNION TELEGRAPH COMPANY
125-12TH STREET
OAKLAND 7, CALIFORNIA

HIGHWAY OVERPASS SOUTHERN PACIFIC GEER BRANCH EAST OF SALEM IS COMPLETE AND YOU MAY REMOVE TEMPORARY PLANT AND DO YOUR PERMANENT WORK.

W. C. WILLIAMS
ASSISTANT STATE HIGHWAY ENGINEER

Copy sent to
Bridge Dept

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(25)

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA185 OA503

O.SFR358 DH=SANFRANCISCO CALIF 10=

[illegible] 2 41

OREGON STATE HIGHWAY DEPT=
SALEM ORE=

ATTN W C WILLIAMS ASST STATE HWY ENGR SEE YR LETTER JAN 23 1952 AUTHORIZING US PROCEED WITH WORK NECY TO PROTECT OUR SERVICE ACCT PROPOSED OVERPASS OVER SOUPAC GEER BRANCH EAST OF SALEM. OUR TEMPORARY WORK COMPLETED ONE YEAR AGO. HAS OVERPASS BEEN COMPLETED & ARE CONDITIONS OK FOR US TO REMOVE OUR TEMPORARY PLANT &DO OUR PERMANENT WORK? PLS WIRE ANSWER COLLECT=

C P NORTON AREA SUPT P&E WESTERN UNION TELEG CO=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FEB 1953
FOR FILING

[illegible]

3677

February 16, 1953

COPY

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

— See cont # 3678

We have your letter of February 13 concerning amounts owed to Glenn Snook on state highway contracts as of November 6, 1952. From our records, it appears that the amount of $11,424.20 owing to him as of November 6 is approximately correct. Since that time final payment has been made on both contracts involved, being No. 3677 and No. 3678, the last payment having been made on January 13, 1953. No claims have been filed with this office against either of these two contracts.

Mr. Snook has performed very ably as a contractor with the Highway Department, and we have no criticism to make of his operations.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

COPY

RECEIVED
FOR FILING

Date: December 30, 1952

ASSIGNMENT

No. 3928
By

Description: Bill No. 7 from Western Union Telegraph Company in connection with removal of Telegraph line on Geer-Salem line of SP RR during highway overpass construction

Acknowledged by _ _ _ _ _ Referred to _ _ _ Gardner ✓ _ _ _ _ _ _ _

Investigate and report with recommendation
xxx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed Rt'd 12-31-52 gu Report received _ _ _ _ _ _ _

Remarks: Bill being processed for payment [illegible]

RECEIVED
FOR FILING
CF1-3[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 17, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3677	4-final	Glenn Snook	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19200	R-51870	$ 5,714.75	10/17/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1952

Time Extensions: None

Completion Date: Sep. 9, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-17-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: 10-17-52
A. A. Wicklander

NOTED ON CARD
10-17-52

MEMO TO FILES

For Project Agreement
SEE: FI-324(2) 3638
Dated October 6, 1952

RECEIVED
OCT 7 - 1952
FOR FILING

BF1 - [illegible]

3677

October 6, 1952

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway contract No. 3677 covering Silverton Branch Overcrossing on the Pacific Highway East in Marion County was completed by the contractor, Glenn Snook, on September 9, 1952 and was formally accepted by the Highway Commission on September 22, 1952.

Final payment in the amount of $5,714.75 will be released to the contractor on or after October 16, 1952. The total contract amount is $28,610.49, of which amount $1,113.61 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this job. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

El

cc: Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

NOTED ON CARD
[illegible]

RECEIVED
Jul [illegible]
FOR FILING

[illegible]

3677

July 1, 1952

SPECIAL DELIVERY

Mr. Elwyn A. Wride
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dear Mr. Wride:

Pursuant to your telephone request of today, I enclose for your information and use a copy of Oregon State Highway Contract No. 3677, awarded to Glenn Snook, and covering construction of the Silverton Branch Overcrossing on the Pacific Highway East in Marion County.

I am pleased to be of service to you in this request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

E.A.
Wride — Rudolph Hey & Seeley

Glenn
Rand 3677 — Snook

Special del.
917 Bd of Trade Bldg
Zone 4

Attention Elroy A. Wride

RECEIVED
FOR FILING

FORM E-30 25M 11-50 44701

[illegible]

3677

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1952

SUBJECT: RR Agreement No. 389

To: Mr. W. C. Williams
Asst. State Highway Engineer
Building

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

We are placing in the general files under Railroad Agreement No. 389 the Commission's copy of an agreement with the Southern Pacific Company concerning the Geer Overcrossing on the Salem By-pass Project.

This copy is now fully executed.

Very truly yours

Secretary

FAQ:md

cc - G. S. Paxson

RECEIVED
MAY 29 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1952
FOR FILING

FORM E-30 25M 1-52 55419

RAILROAD COMPANIES
FILE No. [illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1952

SUBJECT: Pux 53, R/W 19258
East Salem Overcrossing, Geer Branch
Salem By-Pass Section, Pacific Hwy.

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you executed duplicate counterpart of construction agreement with Southern Pacific Company relating to what is known as the "Geer" Overcrossing on the Salem By-Pass Project East of Salem.

Ten multilith copies are being sent to Mr. Paxson, and there is an additional supply in this office.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

cc: Earl Saling

REFERRED TO
BY SECRETARY

RECEIVED
MAY 29 1952
FOR FILING

file

~~6-5-x~~

[illegible]

677

Salem, Oregon
April 25, 1952

Agenda Item 5x

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached hereto are two agreements, two copies each, between the State Highway Commission and the Southern Pacific Company covering easement and construction in connection with the crossing of the Geer Branch of the S.P. R.R. on the Salem By-pass project. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

agreement returned 5/29/52

Secretary

rn
attach: 4

FORM E-90 25M 6-51 49713

AGENDA
APR [illegible]

5X

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1952

SUBJECT: AGENDA ITEM
Easement and Construction Agreements
Geer Branch Crossing, S. P. Co.
Salem By-Pass Project

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission two copies of easement agreement and two copies of construction agreement on the crossing of the Geer Branch of Southern Pacific Railroad on the Salem By-Pass Project.

The instruments have been examined by Mr. Paxson as to engineering features, and have been examined by me as to other features, and, with certain changes which have been made, are approved as to form. They have not been examined by Mr. Enfield or Mr. Williams.

By reason of changes which have been made, it is requested that the instruments be returned direct to me after execution by the Highway Commission, as it will be necessary that they be returned to Southern Pacific Company with a letter of explanation.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. C. W. Enfield
Mr. G. S. Paxson

W. C. WILLIAMS

"A"

4 copies [illegible]

S.A.
m

CEIVED
OR FILING

[illegible]

3677

April 15, 1952

Mr. Glenn Snook
2191 Friendly St.
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on March 24, 1952, as follows:

Contract No. 3677, for construction of the Silverton Branch Overcrossing on the Pacific Highway East in Marion County.

Contract No. 3678, for construction of the "D" Street and Center Street Underpasses on the Pacific Highway East in Marion County.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls, 2

4/15

RECEIVED
FOR FILING

BFI 324(2)

[illegible]

Department of Commerce

BUREAU OF PUBLIC ROADS

Division Eight

408 State Highway Bldg.
Salem, Oregon

March 26, 1952

C
C
P
Y

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon Projects BFI-303(5) and BFI-324(2), both involving railroad-highway grade separations, were recommended and approved on the basis of orders of the Public Utilities Commissioner in lieu of State-railroad agreements.

Your letter of March 10, 1952 indicated that long delays are usually experienced in connection with the preparation and execution of railroad agreements. It is your position that the order of the Public Utilities Commissioner is adequate and a formal agreement, while desirable, is not absolutely necessary.

The matter was referred to our Washington Office and we are now in receipt of advice that they are willing, under the circumstances in this instance, to accept the order with the understanding that approved copies of the agreements between the State and the railroad will be submitted before payment of the final vouchers for the projects. They are, however, unable to subscribe to your position that railroad agreements actually are unnecessary and they cite the regulations which stipulate under Section 1.14 that an agreement shall be entered into between the State Highway Department and the railroad concerned, prior to approval of the construction program.

In view of the above, it is believed every effort should be made in such cases, to furnish copies of proposed railroad agreements when P. S. and E. documents are submitted. It would seem that copies must be available at that stage, even though in a tentative form, since special provision requirements presumable comply with such agreements.

Very truly yours,

/s/ C. G. Polk

C. G. POLK
District Engineer

Received Mar. 27, 1952
Ore. State Hwy. Commission

Noted W. C. Williams

Received Mar. 28, 1952
Ore. State Hwy. Comm. - Bridge Dept.

RECEIVED
[illegible]
FOR FILING

[illegible]

[illegible]

March 24, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Room 408, State Highway Building
Salem, Oregon

Re: Overcrossing of
Southern Pacific Company's
Geer Branch by Salem By-
pass, F. A. DFI-324(2)

Dear Sir:

Attached hereto are copies of a permit of entry received from the Southern Pacific Company covering entrance on their right of way for the construction of the overcrossing of their Geer Branch by the Salem By-pass. This permit of entry clears up all right-of-way matters in connection with the project, and we request your concurrence in the award of contract to Glenn Snook of Eugene at his bid of $27,990, which was the low bid submitted on the project at the meeting of the Highway Commission on March 13, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
Encl.
cc G. S. Paxson

S-2705

RECEIVED
FOR FILING

[illegible]

2477

March 24, 1952

Mr. E. E. Mayo
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

I am returning herewith copy of your letter of March 21 granting permit of entry across your right of way at the site of the overcrossing of your Geer Branch near Salem in Marion County. I have signed this copy signifying acceptance of the conditions attached to the permit of entry.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

E. E. MAYO
CHIEF ENGINEER
C. J. ASTRUE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. M. JAEKLE
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

March 21, 1952

911/323

Mr. R. H. Baldock (2)
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Please refer to your letter of March 13 concerning the proposed overcrossing of our Geer Branch at Salem in connection with the Salem By-pass highway easterly of town and request that we grant the State a permit of entry in order that you may proceed with the work prior to the completion of the customary formal agreement between the Railroad and the State.

The State of Oregon, through its Highway Department, is granted permission to enter on our 80 ft. right of way over which easement is to be granted the State 100 ft. more or less on each side of the proposed highway overcrossing structure center line, the intersection point the center of main track being Highway Engineer Station 238+47 equals Railroad Engineer Station 148+81.

This right of entry is granted contingent upon the State executing the easement and construction agreements when presented and with the understanding the contractor is to execute usual form of agreement and furnish insurance coverage acceptable to the railroad in advance of performing any work on railroad premises.

A copy of this letter is also furnished you for signature of the Highway Engineer or his authorized agent accepting the conditions under which the right of entry is granted, this copy to be returned to me and so accepted.

Yours very truly,

E E Mayo

ACCEPTED BY STATE OF OREGON

BY:

Asst State Highway Engineer

RECEIVED
MAR [illegible] 1952
FOR FILING

EFI-324(2)

3677

March 24, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Overcrossing of
Southern Pacific Company's
Geer Branch by Salem By-
pass, F.A. EFI-324(2)

I have today sent you copy of a letter from Southern Pacific Company granting a right of entry on their right of way to construct the overcrossing of their Geer Branch by the Salem By-pass. This right of entry clears up all right-of-way matters because of which the award of the Center Street and D Street separations was withheld. We now ask your concurrence in award of a contract for the Center Street and D Street structures to Glenn Snook of Eugene at his bid of $70,636, which was the low bid submitted at the Highway Commission meeting on March 13, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
MAR 25 1952
FOR FILING

3677

file

March 24, 1952

Mr. Glenn Snook
2101 Friendly Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on March 13 accepted your proposals for the Pacific Highway East Overcrossing of the Southern Pacific Company's Silverton Branch track on the Salem By-Pass in Marion County for the sum of $27,990.00 and the Pacific Highway East Undercrossing of "D" Street and Center Street on the Salem By-Pass in Marion County for the sum of $70,636.00, and awarded contracts Nos. 3677 and 3678 to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing copies of the proposal forms which contain specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. H. Franzwa
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

VICE
the class of service desired;
erwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM ☐ SERIAL ☐
DAY LETTER ☐ NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired;
otherwise this message will be
sent at the full rate

FULL RATE ☐ LETTER TELEGRAM ☐
VICTORY LETTER ☐ SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 24, 1952
4:30 p.m.

Glenn Smock
2191 Friendly Street
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contracts for Pacific Highway East Overcrossing of Southern Pacific Company's Silverton Branch track on Salem By-Pass and Pacific Highway East Undercrossing of "D" Street and Center Street on Salem By-Pass in Marion County for which you submitted low bids on March 13, 1952. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
C. W. Head
Auditor (5001-900)
Files

RECEIVED
MAR [illegible] 1952
FOR FILING

OREGON DISTRICT
C FI-324(2)
3677

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 24, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project EFI-324(2), Overcrossing of the Southern Pacific Railroad, Silverton Branch, on the Salem By-pass Section of the Pacific Highway East, we hereby concur as of this date in award of contract to Glenn Snook of Eugene, Oregon, low bidder in the amount of $27,990.00 at the March 13, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 1[illegible] 1952
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

[illegible] 324(2)
#

March 13, 1952

NOTED
W. C. WILLIAMS

Mr. E. E. Mayo, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Overcrossing of Southern Pacific
Company's Geer Branch

Under date of January 30, I sent through your Portland office copies of P.U.C. Order 29203, covering the overcrossing of your Geer Branch by the Salem By-Pass east of Salem. This P.U.C. order covers in detail the financing of the project and the items of work to be done by your company on a reimbursable basis.

Bids were opened on this project today, and we received an acceptable bid from Glenn Snook of Eugene, Oregon. We wish to award the contract for the project at the earliest possible date and would appreciate a permit of entry on right of way allowing us to proceed with the work prior to the completion of the customary formal agreement between the railroad and the State. This permit could well be in the form previously used in connection with the overcrossing of your Siskiyou Branch near Anlauf in Douglas County.

We wish, of course, to take advantage of favorable weather conditions for the work, and anything that you can do to expedite the granting to us of this permit of entry will be greatly appreciated.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc L. P. Hopkins
W. C. Williams
J. W. DeSouza

RECEIVED
MAR 1952
FOR FILING

1771-324-1

3641

March 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building

Dear Sir:

Re: Overcrossing of Southern Pacific
Company's Geer (Silverton)
Branch, F.A.P. No. EFI-324(2)

Under date of February 25, Mr. Paxson sent you copies of Public Utilities Commissioner Order No. 29203, covering the overcrossing of the Southern Pacific Company s Geer (Silverton) Branch east of Salem. On most of our jobs in the past we have entered into formal agreements with the railroad company on projects involving grade separations. We have found that the preparation and execution of these formal agreements takes from six to eight months due to slowness of the legal staff of the railroad. We cannot wait this long to get these projects under contract.

The Public Utilities Commissioner has complete jurisdiction over grade separation projects which are outside of cities of 100,000 population. The crossing in question is outside of the city limits, so is within his jurisdiction. The Public Utilities Commissioner has considered this grade separation and has issued his order referred to above which provides in detail for the structure and directs the State to reimburse the railroad company for their necessary expenses in accordance with the provisions of your General Administrative Memorandum No. 299. The order also directs the railroad company to grant to the State an easement 200 feet in width across their right of way. It is our position that the matter is adequately covered by the order of the Public Utilities Commissioner and that a formal agreement with the railroad company, while desirable, is not necessary. This formal agreement will, however, be drawn up and will be executed when the railroad company officials present it to us, assuming, of course, that it complies with the terms of the Public Utilities Commissioner order.

It is of great importance that the project proceed immediately, and we are asking that we receive your approval based on the requirements of the Public Utilities Commissioner.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

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FOR FILING

FORM E-30 25M 9-51 52318
[illegible]
3 36-79

[illegible] - 324(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1952

SUBJECT: PUX 53
Undercrossing, Geer Branch, S.P.
Salem By-Pass

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. F. D. Eason
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of PUC Order No. 29203, issued with reference to to the application of the Highway Commission for an overcrossing of the Geer Branch of Southern Pacific Company on the Salem By-Pass project.

The order appears to be in full accordance with the petition of the Highway Commission.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

P.U.C. OREGON ORDER NO. 29203

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of the Geer Branch of Southern Pacific Company on the Pacific Highway East of Salem in the Northeast quarter of the Southeast quarter (NE$\frac{1}{4}$SE$\frac{1}{4}$) of Section 25, Township 7 South, Range 3 West, W.M., in Marion County, Oregon.	F-2333

Pursuant to notice, the above entitled matter came on for hearing on Tuesday, January 15, 1952, in the Office of the Public Utilities Commissioner in Room 210, Public Service Building, Salem, Oregon, before David Don, Chief Engineer, and C. E. Jaqua, Utility Engineer, sitting as Examiners for the Commissioner.

The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

W. Willer, Salem, Oregon
Donald M. Townsend, Salem, Oregon
In their own behalf

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. After due consideration of the record, evidence, and law in the matter, and field investigation of the crossing site by his Engineering Staff, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

FINDINGS

That the application of Oregon State Highway Commission was received in the office of the Commissioner on December 3, 1951, requesting authority to cross over the tracks and right of way of the Geer Branch of Southern Pacific Company on the Pacific Highway, East of Salem, in Marion County, Oregon.

That the petitioner proposes to construct a revised and relocated section of the Pacific Highway between the Hayesville School, North of Salem, and a junction with the existing location of the Pacific Highway, South of Salem, and that the overcrossing structure will be a part of such relocation.

That the construction of such overcrossing structure is necessary and proper for the service, convenience and safety of public highway travel, and also for travel and traffic upon the railroad in that the said public highway is a primary state highway of major importance carrying a large volume of traffic, and that a grade crossing at this point would not be in the best interests of the public.

That it is estimated that the average daily volume of vehicular traffic on the proposed structure will be 2,950 vehicles per day, based upon 1950 tabulations, with anticipated normal average annual increases; that the average daily volume of train movements at the point of crossing will be five train movements per day on the main line and two switching movements per day.

That the proposed structure is on a 1,300 foot vertical curve connecting an ascending grade of 1.78% from the North and an ascending grade of 1.26% from the South.

That the petitioner proposes that the construction and maintenance of the proposed overcrossing shall be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for construction of the said project and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal Highway funds, including reimbursement to Railroad Company, for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said structure with its approaches and appurtenances after the completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY

(a) Grant to State an easement two hundred (200) feet in width, being one hundred (100) feet on each side of the highway center line across the right of way of Railroad Company.

(b) Makes such revisions in existing telegraph and telephone lines and signal lines and systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after completion of the project.

(c) Furnish and install guard rails on and along the existing railroad main line track for a distance of two hundred (200) feet on each isde of the point of intersection of the highway and railroad center lines at the said proposed overcrossing.

(d) Remove and replace railroad right of way fencing.

(e) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(f) Maintain the railroad tracks and their appurtenances and facilities after completion of the project.

That it is anticipated that during construction falsework bents will be placed on each side of the existing track, leaving horizontal clearances of 8 feet 6 inches on each side of the center line of the tracks, and that during construction it will be necessary to impair the vertical clearance so that a clearance of 19 feet 00 inches will be provided above the base of rail. This vertical impairment will be in effect only during construction and upon removal will permit a vertical clearance exceeding the requirements of P.S.C. Oregon Order No. 99, and that petitioner requests that such vertical impairment be authorized during the period of construction.

That, on December 26, 1951, the Commissioner received answer of Southern Pacific Company in the above entitled matter, which states in part:

> "Southern Pacific Company will not oppose the issuance of an order based upon and reflecting the allegations of said petition and in accordance with the drawings attached thereto and as prayed for therein."

That, on December 6, 1951, the Commissioner received in his office letter from Honorable Rex Hartley, County Judge of Marion County, stating in part, relative to the above entitled matter:

> "The Marion County Court does not wish to enter any objections, or make a request for hearing concerning this application."

CONCLUSIONS

1. That the construction of a revised and relocated section of the Pacific Highway between the Hayesville School, North of Salem, and a junction with the existing location of the Pacific Highway, South of Salem, will necessitate the crossing of the Geer Branch of Southern Pacific Company, East of Salem.

2. That the construction of an overhead crossing at this point is necessary and proper for the convenience and safety of the public in that a safe crossing will be provided for a large volume of vehicular traffic over Southern Pacific Company's tracks.

3. That the parties in interest are in agreement as to the division of work and costs and maintenance of the project as outlined in the Findings herein.

4. That the order should include permission to deviate from the standard clearances set forth in Order 99 during the construction of the overcrossing structure.

ORDER

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of the Geer Branch of Southern Pacific Company on the Pacific Highway, East of Salem, in the Northeast Quarter of the Southeast Quarter (NE$\frac{1}{4}$SE$\frac{1}{4}$) of Section 25, Township 7 South, Range 3 West, Willamette Meridian, in Marion County, Oregon, be and the same is hereby granted.

IT IS FURTHER ORDERED that the construction shall be done in a good and workmanlike manner, and in substantial conformity with the plans and profiles attached to the petition, which are by this reference made a part hereof, and as agreed to between the parties in interest.

IT IS FURTHER ORDERED that Oregon State Highway Commission, as its part of the project, shall perform the following work, pay the following costs, and bear the following maintenance of the overcrossing structure:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for construction of the said project and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal Highway funds, including reimbursement to Railroad Company, for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said structure with its approaches and appurtenances after the completion of the project.

IT IS FURTHER ORDERED that Southern Pacific Company, as its part of the project, shall perform the following work and shall bear the following maintenance of the overcrossing project:

THINGS TO BE DONE BY SOUTHERN PACIFIC COMPANY

(a) Grant to State an easement two hundred (200) feet in width, being one hundred (100) feet on each side of the highway center line across the right of way of Railroad Company.

(b) Make such revisions in existing telegraph and telephone lines and signal lines and systems as may be required to safeguard them during the construction of the project and reinstall same in permanent locations after completion of the project.

(c) Furnish and install guard rails on and along the existing railroad main line track for a distance of two hundred (200) feet on each side of the point of intersection of the highway and railroad center lines at the said proposed overcrossing.

(d) Remove and replace railroad right of way fencing.

(e) Furnish such watchman and flagman services as may be necessary and require to safeguard railroad operations during the construction of the project.

(f) Maintain the railroad tracks and their appurtenances and facilities after completion of the project.

IT IS FURTHER ORDERED that any impairment to standard clearances, as set forth in P.S.C. Oregon Order No. 99, which may be caused by the erection of falsework necessary to construction is herein authorized for such period of time as may be necessary for the completion of the overpass.

IT IS FURTHER ORDERED that, upon completion of the overcrossing, the designation CG-723.9-A shall be assigned thereto for purposes of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

Dated at Salem, Oregon, this 21st day of January, 1952.

CHAS. H. HELTZEL

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

CEIVED
FOR FILING

[illegible]
#31

January 23, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Overcrossing Southern Pacific
Company's Gear Branch

Herewith copies of letter from the Western Union Telegraph Company and our reply thereto, covering the reimbursable work to be done by that company in connection with the protection of their wire facilities at the overcrossing of the Southern Pacific Company's Gear Branch in Marion County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
Attached
cc Mr. Parson

IVED
OR FILING

January 23, 1952

The Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Attention: Mr. C. P. Norton

Gentlemen:

Reference is made to your letter of January 10, 1952 relative to the work necessary to protect your wire facilities at the site of the proposed overcrossing of the Southern Pacific Company's Geer Branch east of Salem in Marion County, Oregon, together with the estimated cost of the work.

This is to advise of our approval of the procedure outlined in your letter. We will accept billing from your company for the cost of the work. This billing should be supported by two copies of all pay rolls for labor, invoices for material, and other documents supporting the total billing.

We anticipate advertising this project for the opening of bids on March 13 and 14, 1952 and will advise you after that date whether a contract has been awarded. We would appreciate having your plans perfected so that work on the rearrangement of your facilities can be done immediately after the contract for the construction of the project is awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc C. G. Polk (3 copies)
G. S. Paxson

THE WESTERN UNION TELEGRAPH COMPANY
125-12TH STREET
OAKLAND 12, CALIF.

C. P. NORTON
AREA SUPERINTENDENT
PLANT AND ENGINEERING DEPT.

January 10, 1952

JOBS - O-3695-52 - Salem, Oregon - Highway Overpass

RECEIVED
JAN 14 1952
OREGON STATE HIGHWAY COMMISSION

Mr. G.S. Paxson, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This refers to your letter of December 3, 1951, with which you sent us Drawing 10085 and a print from the plan and elevation of the proposed highway overcrossing of the Silverton Branch of the Southern Pacific Railroad.

Our Geer-Salem branch line is affected in the vicinity of MP 724. It is proposed to replace the first and second poles east of MP 724 with 25-ft. poles, install 245 ft. of four-conductor parkway cable between the terminal poles and remove the four open wires in this span. Upon completion of the bridge work the wires will be restrung, cut though, and the parkway cable and terminal equipment removed and salvaged for reuse.

The estimated cost for both the temporary and permanent work is as follows:

	Temp. Work	Perm. Work	Total
Labor	$ 825	495	1320
Material	133	7	140
Other Disbursements	82	50	132
Soc. Sec. & Unemp. Ins. Taxes	33	20	53
Pensions and Other Benefits, Group Ins., Vacation Pay and Holiday Excused Time	120	72	192
Workmens' Comp. Benefits	25	15	40
PL and PD	8	5	13
Supply Expense on Material	20	1	21
Transportation on Material	40	2	42
Gross Cost ... Br. Fwd. ...	$ 1286	667	1953

JWD:mb
cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. F. D. Eason
Mr. F. B. Crandall

#2

	Temp. Work	Perm. Work	Total
Gross Cost.. Carried Fwd....	$ 1286	667	1953
Credits	- 86	-	86
Net Cost ...	$ 1200	667	$1867

If the plan of work and estimate of costs are satisfactory, please inform us about when it will be necessary for us to install the temporary plant.

Letter agreement covering reimbursement to the Telegraph Company for any expense it may incur, in connection with this work, will be satisfactory.

Yours truly,

CP Norton
Area Superintendent
Plant & Engineering

L JPL:SG
GWS

ng

Assistant Counsel

JWD:mb
cc: Mr. W. C. Williams ✓
Mr. O. S. Paxson
Mr. F. D. Eason
Mr. F. B. Crandall

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FOR FILING
FORM E-20X 25M 11-50 44702

23 -24(2)

3177

341 324(2)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1952

SUBJECT: PUX 53

To: MEMO TO FILE:

Hearing on the application of the Highway Commission for an overcrossing of the Geer Branch of the Southern Pacific Company on the Salem-By-pass project was held in the office of the Public Utilities Commissioner, Salem, Oregon, before Mr. David Don as Examiner for the Public Utilities Commissioner, at 2:00 P.M. on Tuesday, January 15, 1952.

Southern Pacific Company was represented by Mr. E. L. Graham, and the Highway Commission being represented by the writer.

Personal appearances were filed by Mr. W. Willer, 3728 Monroe Avenue, and Mr. Donald W. Townsend, 3725 Monroe Avenue, Salem, Oregon. It appeared that the appearances by Mr. Willer and Mr. Townsend were for the purpose of entering some protest regarding the height of the embankment and damage to private property by reason thereof, and, perhaps, by reason of the taking of the right of way. Whether any right of way is actually being taken from either of these persons is something which I do not know. Upon explanation to them of the limitations of the jurisdiction of the Public Utilities Commissioner with respect to the matters to be heard any objections which they might have had to the issuance of an order were withdrawn.

Following the withdrawal of any possible objections, and with the consent and approval of Mr. Graham, the matter was submitted on the pleadings as it was felt the pleadings are complete. There were no controverted issued and the taking of testimony would be unnecessary. It was agreed, however, that, in the normal course, detailed plans and specifications of the proposed structure would be submitted to the Southern Pacific Company and, when approved, a copy thereof will be filed with the Public Utilities Commissioner.

The motion to submit the matter on the pleadings was allowed and the hearing concluded.

J. W. DeSOUZA
Assistant Counsel

JWD:mb
cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. F. D. Eason
Mr. F. B. Crandall

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FORM E-30 25M 9-51 82318

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1952

SUBJECT: PUX 53 - Overcrossing
Geer Branch, Southern Pacific
East of Salem

To:
Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. F. B. Crandall

NOTED
W. C. WILLIAMS

Gentlemen:

This is to advise you that hearing on the application of the Commission for authority to cross over the tracks and right of way of the Geer Branch of the Southern Pacific Company on the revised location of Pacific Highway East near Salem has been set for 2:30 P.M., Room 210, Public Service Building, on January 15, 1952.

It will be appreciated if someone from Mr. Smith's office can testify regarding the project; someone from Mr. Paxson's office regarding the type and design of the structure; and someone from Mr. Crandall's office regarding anticipated traffic.

It is possible that some questions may arise as to just what connections are to be made with existing travel routes on the By-Pass and whoever attends from Mr. Smith's office should be able to answer any questions which may arise.

Yours very truly,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb

CEIVED
1952
FOR FILING

FI-324(2)

January 3, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Southern Pacific Overcrossing
on Salem Bypass, FI 324(2)

Reference is made to the proposed overcrossing of the Southern Pacific Company's Geer Branch by the Salem Bypass at a point just east of Salem. This is your Program No. 27.

The Salem Bypass is a new road, and the traffic which it will carry will be diverted from the existing route of US99E. The present US99E lies to the east of the junction of the Geer Branch with the Southern Pacific main line, and traffic thereon does not cross the Geer Branch. In view of these facts and the instructions in General Administrative Memorandum No. 325, the project is not deemed to be of benefit to the Railroad Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

FI-324(2) Pacific Hwy. East Under- 1952
crossing of "D" St. & Center St.
#3678 on Salem By-Pass.

RECEIVED
FEB 17 1953
FOR FILING

78

February 16, 1953

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

We have your letter of February 13 concerning amounts owed to Glenn Snook on state highway contracts as of November 6, 1952. From our records, it appears that the amount of $11,424.20 owing to him as of November 6 is approximately correct. Since that time final payment has been made on both contracts involved, being No. 3677 and No. 3678, the last payment having been made on January 13, 1953. No claims have been filed with this office against either of these two contracts.

Mr. Snook has performed very ably as a contractor with the Highway Department, and we have no criticism to make of his operations.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

H. T. HANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

February 13, 1953

3678
3677

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Glenn Snook, Eugene, Oregon

Gentlemen:

Mr. Glenn Snook of Eugene, Oregon has submitted to us a financial statement dated November 6, 1952 for the purpose of establishing a line of surety credit. He states therein that as of that date the Oregon State Highway Commission was indebted to him in the amount of $11,424.20 on a bridge building contract which had been completed but not yet approved for payment.

We will appreciate your advices as to whether or not this amount is correct and whether or not same has been paid and whether or not any claims or liens have been filed thereon.

Thanking you in advance for an early reply to the foregoing along with any information you may have relative to your experiences with Mr. Snook, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

ZLC/dh

RECEIVED
FEB 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 8, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
BF1-324(2) 3678	8-final	Glenn Snook	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24656	R-57261	$ 2,405.99	1/7/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: April 30, 1953

Time Extensions: None

Completion Date: Oct. 31, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN

A. A. Wicklander

RECEIVED
1952
FOR FILING

[illegible]

3678

December 17, 1952

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 3678 for constructing "D" and Center Street Underpasses on the Pacific Highway East in Marion County was completed by the contractor, Glenn Snook, on October 31 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $2,405.99 will be released to the contractor on or after December 27, 1952. The total contract amount is $70,764.80, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

NOTED ON CARD
12-17-52

R

RECEIVED
DEC 16 1952
FOR FILING

BFI-324(1)

3678

December 15, 1952

American Casualty Company
917 Board of Trade Building
Portland, Oregon

Attention: Mr. Elwyn A. Wride

Gentlemen:

We have your letter of December 10 concerning the amount of money owed to Glenn Snook as of November 6 by the State Highway Department

Our records show that on November 17 he had the sum of $11,814.30 receivable from Contract No. 3678 for the Pacific Highway East Undercrossings of "D" Street and Center Street in Marion County. This amount does not exactly check the amount of $11,424.20 shown in your letter, but the discrepancy might be accounted for by the difference in dates.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

AMERICAN CASUALTY COMPANY
SIXTH & WASHINGTON STREETS
READING, PENNA.
H. G. EVANS, President
C. R. ELLIS, Secretary
L. H. BERNET, Treasurer

Date December 10, 1952

TO: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Re: Glenn Snook
2191 Friendly St., Eugene, Oregon

Gentlemen:

In connection with application to us for a line of surety credit, the captioned has furnished us with financial statement dated November 6th, 1952. There is included among the assets, accounts receivable from you as listed below and we shall greatly appreciate your verification for the benefit of our records.

This information will be treated confidentially and accepted without responsibility to you. We will gladly reciprocate this business courtesy should the occasion arise.

A stamped envelope is enclosed for your convenience.

Amount	When Due	Remarks
$11,424.20		Not designated by contract # but believe it is either Contract No. 3677 8 and/or bridges No. 7435 & 7436 D Street & Center St. Underpasses or both earned on bridge near Salem

Yours very truly,

AMERICAN CASUALTY COMPANY
OF READING, PENNSYLVANIA

By Elwyn A Wride
Elwyn A. Wride

EAW:ft
encl.

Form X-358--2-48 Accounts Receivable Verification

RECEIVED
NOV 21 1952
FOR FILING

BFI-224(2)

November 20, 1952

American Casualty Company
607 Washington St.
Reading, Pa.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Glenn Snook on contract No. 3678, covering "D" and Center Street Underpasses on the Pacific Highway East in Marion County.

This payment, in the amount of $9,408.31, will be released to the contractor on or after December 1, 1952. The retained percentage is $2,114.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

[illegible]

11-20-52, gC

MEMO TO FILES:

For Project Agreement
SEE FI-324(2) 3638
Dated: October 6, 1952

RECEIVED
FOR FILING

[illegible]

[illegible]

April 15, 1952

Mr. Glenn Snook
2191 Friendly St.
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on March 24, 1952, as follows:

Contract No. 3677, for construction of the Silverton Branch Overcrossing on the Pacific Highway East in Marion County.

Contract No. 3678, for construction of the "D" Street and Center Street Underpasses on the Pacific Highway East in Marion County.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded 4/15

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

[illegible]

March 27, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-324(2)
"D" and Center Street Structures,
Salem By-pass - Allotment Authorization Letter D 35-155

Dear Sir:

Attached are two copies of subject authorization letter dated March 26, 1952 issued to Glenn Snook covering 77 tons of carbon steel for second quarter, 1952 delivery.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Encls.

CC - C. A. Gardner

A-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Glenn Snock
2191 Friendly Street
Eugene, Oregon

Date: March 26, 1952
BPR Serial No. D 35-155
State: Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Oregon project EFI 324(2), "D" and Center street grade separation structures on Salem bypass.

Specific Item	Quantity	Allotment Number	Period Valid
Carbon steel (including two tons of structural shapes)	77 tons	J-3-2052	second quarter 1952

You are hereby authorized to use the Bureau of Public Roads Allotment Number for the controlled material items, quantities, and periods specified above. The quantities are not to be exceeded and the use of the allotment number is valid only for the period specified. The use of the allotment numbers is subject to the following conditions:

1. The contractor, in addition to placing the Allotment Number on his material order, shall certify as follows: "Certified under CMP Regulation 6," and sign and date.

2. Materials received pursuant to this authorization must be used only in the construction of the designated projects, not in excess of the amount indicated for these projects. Further, the conditions set forth apply to the allotment authorized for these projects and do not affect the conditions that may be set forth for other projects under contract by you.

3. If you do not need to use this allotment number for the full amount of controlled materials authorized for the above-named projects, you must promptly notify the District Engineer for the Bureau of Public Roads of the amount not needed so that this authorization may be reduced and these materials authorized for other projects. The following is the District Engineer's address:

Room 408 State Highway Building
Salem, Oregon

4. Section 17(b) of CMP Regulation 6 provides that each contractor shall retain for at least two years at his regular place of business all documents upon which he relies as entitling him to receive an allotment of controlled materials, together with a record of the actual quantities received.

5. This allotment of steel and copper does not constitute a waiver of the requirements to secure authority to commence construction under NPA Order M-4, when such authority is necessary.

Correspondence and inquiries concerning this authorization should be addressed to the Bureau of Public Roads representative indicated in the paragraph numbered 3.

If a further allotment of steel or copper is needed for the above-named projects, application should be made through the State highway department to the Bureau of Public Roads District Engineer. Such application must be made at such time in advance as is specified in Schedule III of CMP Regulation 1, plus the time required to process the application. (The lead time required by the mills for most carbon steel is 45 days in advance of the first day of the month in which shipment is requested).

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By
W. H. LYNCH
Division Engineer

This letter implies no obligation on the part of the State Highway Department or of the Bureau of Public Roads to revalidate this allotment to a subsequent period in the event a rated order pursuant to it is not placed by you before the end of the period of availability specified above.

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-324(2)

3148

March 24, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project BFI-324(2), Underpass Structures at Center and "D" Streets on the Salem By-pass Section of the Pacific Highway East, we hereby concur as of this date in award of contract to Glenn Sneek of Eugene, Oregon, low bidder in the amount of $70,636.00 at the March 13, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAR 1952
FOR FILING

3677

file

March 24, 1952

Mr. Glenn Smock
2101 Friendly Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on March 13 accepted your proposals for the Pacific Highway East Overcrossing of the Southern Pacific Company's Silverton Branch track on the Salem By-Pass in Marion County for the sum of $27,990.00 and the Pacific Highway East Undercrossing of "F" Street and Center Street on the Salem By-Pass in Marion County for the sum of $70,636.00, and awarded contracts Nos. 3677 and 3678 to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such conditions have now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing copies of the proposal forms which contain specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. M. Fransua
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

TIC SERVICE e class of service desired; herwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		LETTER TELEGRAM	
VICTORY LETTER		SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 24, 1952
4:30 p.m.

Glenn Smook
2191 Friendly Street
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contracts for Pacific Highway East Overcrossing of Southern Pacific Company's Silverton Branch track on Salem By-Pass and Pacific Highway East Undercrossing of "P" Street and Center Street on Salem By-Pass in Marion County for which you submitted low bids on March 13, 1952. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
C. W. Head
Auditor (5001-900)
Files

BFI-303(5) 1952

Tualatin Undercrossing.

#3679

6-53-900

L-7701

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

RECEIVED

FOR FILING

E. E. MAYO
CHIEF ENGINEER
C. R. ~~TINKLER~~
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

3679

IN REPLY PLEASE REFER TO
911/323

December 14, 1953

SUBJECT: Tualatin, Oregon - Underpass

NOTED
C. A. GARDNER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter addressed to the attention of Mr. Geo Nelson, dated November 16, 1953, signed by Mr. W. C. Williams, Assistant State Highway Engineer and pertaining to retention of percentages of progressive bills paid and final bill for our costs in connection with agreement dated May 27, 1953, our Audit No. 89689.

Please be advised that Final bill has not been submitted. When prepared, it will conform to the provisions of Section XIV-D of General Administrative Memorandum No. 299 incorporated in the agreement by reference.

The above Memorandum also recognizes the regulations of the various States respecting the retention of percentages of bill pending final settlement.

Very truly yours,

E E Mayo
C R Tinkler

NOTED
W. C. WILLIAMS

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1953

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dc-jd

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

P. J. KENDALL
GENERAL AUDITOR

U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB 220-113-State
of Oregon-State
Highway Commission

NOV 24 1953

GARDNER

State of Oregon
State Highway Department
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

Refers to your letter of November 16, 1953, regarding amount $569.11 outstanding in our accounts which represents 10% balance due on bills collectible rendered against you under terms of agreement audit No. 89689, dated May 27, 1952, for cost of labor and material furnished in connection with highway underpass at Tualatin, Oregon, and bill No. 429550, dated August 1953, amount $935.19, making aggregate total due $1,504.30.

As the matter referred to in your letter regarding final billing comes under the jurisdiction of Mr. R. V. Cole, our Auditor of Disbursements, your communication is being referred to his office for handling. You will no doubt hear from him in the near future.

Yours truly,

GEO. NELSON

By

NOTED
W. C. WILLIAMS

RECEIVED
HIGHWAY COMMISSION

RECEIVED
NOV 27 1953
STATE HIGHWAY ENGINEER

CEIVED
FOR FILING

10 71 [illegible]

3677

4463

November 16, 1953

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. George Nelson
Re: EB-220-113, Tualatin Undercrossing
Agreement Audit No. 89689

Gentlemen:

Will you please advise us as to whether or not bills listed in your letter of November 4th constitute final billing for work on the above project.

No retained percentage will be released until such time as we have checked and approved final billing. Our final approval on this job will be contingent on the Bureau of Public Road's final audit report, as it is a Federal Aid Project.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

CAG:skt

No. 4639
By

ASSIGNMENT

ber 10, 1953

Description: Letter from Geo. Nelson, S. P. R. R. Co., 65 Market St., San Francisco 5, Calif., 11-4-53, re balance due on bills for cost of labor and material for Hwy Underpass at Tualatin, Ore., in amount of $1,504.30.

Acknowledged by _____ Referred to C.A. Gardner ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXXXReturn with rough draft of reply
Please prepare for PLEASE RETURN TO W. C. WILLIAMS signature

Assignment executed 11-16-53 Report received ________

Remarks:

EB-D

S-200

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MacKENZIE
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
B. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO
EB-220-113-
State of Oregon -
Highway Department

NOV 4 1953

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

We have outstanding in our accounts $569.11, which represents 10% balance due on bills collectible rendered against you under terms of agreement audit No. 89689 dated May 27, 1952, for cost of labor and material furnished in connection with Highway Underpass at Tualatin, Oregon, detailed as follows:

Bill Number	Date	10% Balance Due
428094	February 1953	$252.98
428104	" "	182.34
428220	" "	32.92
428222	" "	23.53
426703	March "	21.15
426705	" "	31.96
426707	" "	24.23
		$569.11

In addition to those outlined above, we also have outstanding in our accounts under terms of above-mentioned agreement, bill collectible No. 429550, dated August 1953, amount $935.19, making aggregate total due $1,504.30.

Will you please advise when we may expect your remittance in amount of $1,504.30 to be forwarded to Southern Pacific Company, c/o Treasury Department, 65 Market Street, San Francisco 5, California, so that we may be in a position to clear this amount from our records. Your prompt attention and cooperation in this matter will be appreciated.

Yours truly,

GEO. NELSON

By

RECEIVED
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 8, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3679	8-final	DONALD M. DRAKE	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13066	R-70638	$ 3,460.25	July 8, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: May 31, 1953

Time Extensions: None

Completion Date: May 29, 1953

Date Accepted: June 25, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-8-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

This is the one Mrs Lewis talked to HBG about releasing on 7-8 to which he gave consent (W)

Warrant Mailed: JUL 9 1953
a.a. Wicklander

NOTED ON CARD
7-9-53

However we held it until 7/9

RECEIVED
[illegible] 1953
FOR FILING

June 30, 1953

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Wills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3679 covering the Tualatin Undercrossing on the West Portland-Hubbard Highway in Washington County was completed by the contractor, Donald M. Drake Co., on May 29 and was formally accepted by the Highway Commission on June 25, 1953.

Final payment in the amount of $3,460.25 will be released to the contractor on or after July 10, 1953. The total contract amount is $49,464.45 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
6-30-53 gl

RECEIVED
APR 8 1953
FOR FILING

BR I-3-[illegible]

[illegible]

4131
4133
4134

Date: **April 6, 1953** ASSIGNMENT No. 4131

By [illegible]

Description: **Southern Pacific Company Bill ~~xxxx~~ No. 426707 for cost of labor and material furnished in connection with highway underpass at Tualatin - amount $242.32 (six copies)**

Acknowledged by ----- Referred to ---- **Gardner** ✓ ------

Investigate and report with recommendation

xx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ------------ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ✓ Report received

Remarks: Bill being processed for payment

cag

4-7-53
me

Return with rough draft of reply

Please prepare for ------------ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ✓ Report received

Remarks: Bill being processed for payment

4-7-53
me

Comment or recommendation

Return with rough draft of reply

Please prepare for ------------ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ✓ Report received

Remarks: Bill being processed for payment

4-7-53
me

cag

RECEIVED
DEC 1[illegible] 1952
FOR FILING

[illegible]

November 28, 1952

Mr. Frank T. Koehler, Sr.
6825 S. W. Childs Road
Oswego, Oregon

Dear Sir:

Replying to your letter of November 4 relative to closure of Childs Road, you are advised that the closing of this roadway at its crossing of the Southern Pacific Railroad track was in conformance with Order No. 29231 of the Public Utilities Commissioner of Oregon. This order was issued after proper public hearing had been held in which there was no objection to closing of the crossing, and, in fact, most of the residents affected by such closure had approved the closure.

The action as taken is final. Provisions have been made for traffic formerly crossing the railroad tracks to proceed easterly to the road running along the section line between Sections 19 and 24, where they have several alternate routes, depending upon the required destination. This is indicated in blue coloring on the sketch map attached hereto. Some extra distance is occasioned by traffic wishing to proceed south, but it was the decision of the Public Utilities Commissioner of Oregon that a material hazard would be created by reason of the highway underpassing the railroad at that point and in consequence the crossing was closed.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. David Don
Mr. W. C. Williams

RECEIVED
FOR FILING

[illegible]

3627

November 5, 1952

Mr. Frank T. Koehler, Sr.
6825 S. W. Childs Road
Oswego, Oregon

Dear Mr. Koehler:

This is an acknowledgement of your letter of November 4, 1952, directed to the Oregon State Highway Commission, in which you express objection to the closure of Childs Road at the point where it is intersected by the Portland-Salem Expressway.

I am referring your letter to the State Highway Engineer, Mr. R. H. Baldock, who, I am sure, will be pleased to advise you as to the plans of the highway improvement at this point.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

File

STEVENS & THOMPSON ENGINEERS
SUCCESSORS TO STEVENS & KOON
600 NATIONAL BUILDING
732 S. W. THIRD AVENUE
PORTLAND 4, OREGON
ATWATER 8466

J. C. STEVENS
H. LOREN THOMPSON
ASSOCIATES
CHARLES V. FOULDS
FRANK T. KOEHLER
MARVIN W. RUNYAN

INVESTIGATIONS, REPORTS
DESIGN AND SUPERVISION
OF CONSTRUCTION

MARY L. LEE
EXECUTIVE SECRETARY

November 4, 1952

Oregon State Highway Commission
Salem, Oregon

Subject: West Portland - Salem Highway
Dead-ending of Childs Road

Gentlemen:

The writer is a resident and owner of considerable property on Childs Road east of the railroad overcrossing now being constructed as part of the cut-off to Salem.

While I have no official knowledge of what the Commission has planned as to overcrossing or traffic interchange with respect to Childs Road and McEwen Road it is my understanding from conversation with some of the Commission's engineers that it is proposed to dead-end Childs Road completely at the new highway with no provision being made even for foot traffic across the railroad at the highway.

By what legal or moral right the Highway Department is permitted to destroy the use of a public thorofare that has been travelled for about 70 years is as yet unknown to me.

I learned some time ago that certain residents of this area signed a petition requesting that the road be closed. I find that the circulators of this petition were instructed not to present the petition to me. It was represented to some signers of the petition that if they insisted on keeping the road open the extra cost would be assessed against their properties.

Now that construction work has at least temporarily closed our road the inconvenience of detouring has convinced quite a few of the signers that they made a serious mistake.

We are located in Washington County and in the Tualatin School District. My neighbor has a daughter almost ready for school. Logically she must attend the grade school in Tualatin or pay $325.00 annual tuition to attend Lake Grove School.

ACKNOWLEDGED
H. B. GLAISYER

To reach the school bus for Tualatin District by the direct route along Childs Road was approximately 2470 ft. until the construction work began. The detour by way of public highways is nearly 6500 ft. by way of Meridian Road, McEwen Road and Lower Boones Ferry Road.

Bus service to Portland does not travel along Lower Boones Ferry Road so the same increased distance must be travelled on foot to reach the bus stop.

Delivery services of milk, newspapers, mail, fuel and other necessities all require doubling back and complaints are frequent. A considerable amount of shopping is done in Tualatin by residents of this area. Food lockers are located there. Numerous of our social contacts are also there. The Fire Department and First Aid car are housed in Tualatin and the roundabout road that must be travelled now increases the travel time appreciably.

All these various factors have a depressing effect on real estate values, there being no offset benefits to balance the inconveniences and extra travel costs. A rough approximation of the actual value of properties adversely affected is over $250,000.00, all in Washington County east of the new road.

May I please be advised what, if anything, the Commission plans to do to give this area a suitable and convenient outlet across the new highway location to replace the former outlet along Childs Road.

As a civil engineer with over 40 years varied experience I could suggest several feasible solutions but I, of course, realize that your engineering department is fully competent to solve the problem if it is instructed to do so.

I would sincerely appreciate an early reply.

Yours Very Truly,

Frank T. Koehler Sr.

Frank T. Koehler Sr.
6825 S. W. Childs Road
Oswego, Oregon

ftk/ah

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1952
FOR FILING

[illegible]

671

July 18, 1952

Mr. and Mrs. W. L. Buchanan
Route 1, Box 212
Tigard, Oregon

Dear Mr. and Mrs. Buchanan:

In reply to your letter of July 14, I am sorry to advise you that there is no way in which a grade separation can be provided for Childs Road. This road has been formally closed by action of the Public Utilities Commissioner, this being on the basis that there was no particular need of Childs Road crossing the new highway and, further, owing to the fact that 20 residents in the immediate vicinity signed a petition requesting the closure of this road.

The action that has been taken has closed the matter to any possibility of keeping the road open, and the actual facts are that there is no warranted need of keeping the road open.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Tualatin Oregon
July 14 - 1952

20

State Hiway Commission
Salem Ore

P[illegible] RETURN TO
W[illegible]AMS

Dear Sirs

Just a line in regards to Closing the Childs road over the new Salem Hiway it sure puts us in a very bad position as We have a Garden store 300 ft off Lower Boons Ferry road & also a Planing Mill is there nothing that can be done to keep it open? I was told there was a hearing on this matter and also a Partition but Wasent ask to sign for fear of opposition. we have 20 acres here ~~on~~ both sides of Childs road from Lower Boones Ferry road to the New Hi way. If you can offer any solution or suggestions I would appreciate same seems like if the railroad can pass over the new road that Childs road could do the same. this Childs road has been here for years it seems a shame to Close it at this time

Hope to hear from you soon

Truly Yours

Mr & Mrs W. L. Buchanan
Route 1 Box 217
Tigard Ore,

P.S. They had put up a dead end sign at Boones ferry road and Childs road which doesn't do our business any good

RECEIVED
JUL 16 1952
OREGON
STATE HIGHWAY COMMISSION

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[illegible]
FOR FILING

[illegible]

[illegible]

Salem, Oregon
July 1, 1952

Mr. R. H. Baldock
State Highway Engineer
Office

We have received in this office a fully executed copy of the agreement between the Southern Pacific Railroad Company and the State Highway Commission covering the construction of the Tualatin Underpass structure on the West Portland-Hubbard Highway in Washington County, Oregon.

This agreement is being filed as railroad agreement No. 390.

Yours very truly,

Secretary

rn

cc - Mr. G. S. Paxson

file

RECEIVED

FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1952

SUBJECT: File 19233 - PUX 54
Tualatin Undercrossing Project
Washington County

To: Mr. Earl F. Saling
Office Manager
OFFICE

Dear Earl:

Herewith I hand you fully executed copy of easement agreement with Southern Pacific Company covering right of way for the Tualatin Undercrossing Project in Washington County.

After making such copies as you may desire, will you please see that the executed instrument gets to Mr. Glaisyer's files?

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

cc: Mr. H. B. Glaisyer ✓

filed 6-30

BY SECRETARY

RECEIVED
FOR FILING
[illegible]
3677

Salem, Oregon
June 4, 1952

Agenda Item 2h

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached hereto are the original and one copy each of two agreements between the Southern Pacific Railroad Company and the State Highway Commission relative to the encroachment at the Tualatin Undercrossing on the West Portland-Hubbard Highway in Washington County. These agreements have been signed by the State Highway Commission and are now ready for the signatures of the officials of the Railroad Company.

When fully executed please return one copy of each to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 4

COMMISSION MEETING - M 26, 27, 1952

AGENDA ITEM 2 h. Discuss proposed agreements with Southern Pacific Company re encroachment at Tualatin Undercrossing on the West Portland-Hubbard Highway. (If approved, sign agreement.)

HAND TO GLAISYER FOR EXECUTION BY COMMISSIONERS

FORM E-30 25M 1-52 85419

AGENDA
[illegible]

2-a

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1952

SUBJECT: AGENDA ITEM - File 19233
Easement & Construction Agreements
Tualatin Undercrossing Project
West Portland-Hubbard Highway

To: Mr. C. W. Enfield
Chief Counsel
OFFICE

Dear Mr. Enfield:

Herewith I hand you original and first copy of easement agreement and original and first copy of construction agreement covering the Tualatin Undercrossing Project on the West Portland-Hubbard Highway in Washington County.

Some time ago both instruments were forwarded to this office, but were returned with suggested changes. The changes now have been made and both the easement and construction agreement appear to me to be satisfactory in form. The construction agreement has been examined by Mr. Paxson as to engineering and other features and has been given his approval.

After execution by the Highway Commission, both copies of each agreement should be returned to me for further handling.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
" " Mr. G. S. Paxson
Mr. H. B. Glaisyer

A

4 [illegible]

C.C.R.

RECEIVED
FOR FILING

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE	☐	LETTER TELEGRAM	☐
VICTORY LETTER	☐	SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
Copied				

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Genl file

SALEM, OREGON
MAY 23, 1952

C. P. NORTON
WESTERN UNION TELEGRAPH COMPANY
125 - 12th STREET
OAKLAND 7, CALIFORNIA

THIS WILL AUTHORIZE YOU TO PROCEED WITH CHANGING OF POLES AT THE TUALATIN UNDERCROSSING OF SOUTHERN PACIFIC TRACKS AT ESTIMATED COST OF $1,500. STATE WILL REIMBURSE YOUR COMPANY FOR ACTUAL COSTS INCURRED ON RECEIPT OF BILLING FROM YOUR COMPANY.

W. C. WILLIAMS
ASST. STATE HIGHWAY ENGINEER

RECEIVED
APR [illegible] 1952
FOR FILING

April 23, 1952

Donald M. Drake Co.
904 Lewis Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3676, covering construction of Tualatin River Bridges on the West Portland-Hubbard Highway in Washington County, awarded March 20, 1952.

Contract No. 3679, for construction of Tualatin Undercrossing on the West Portland-Hubbard Highway in Washington County, awarded March 28, 1952.

These copies are for your records and files.

We are also mailing an executed copy of each of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

FORM E-123X 25M 11-51

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FOR FILING

3674

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 23, 1952

Pux 54
Tualatin Undercrossing

Mr. E. E. Mayo, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

[illegible]
W. C. WILLIAMS

Attention: Mr. Walker Paul

Dear Mr. Paul:

Your letter of April 11th, addressed to Mr. R. H. Baldock, attention Mr. G. S. Paxson, with reference to the Tualatin Undercrossing in Washington County, your file 911/323, with accompanying forms of easement and construction agreements, has been referred to this office.

Mr. Paxson advises that he has talked with you and that you had requested that the instruments be returned with suggestions as to revisions.

It is suggested that paragraph 5 on page 2 of the easement be corrected so as to add the following language at the end of the paragraph: "subject, however, to paramount control of the Legislature". The reasons for this correction were discussed in connection with the Goshen Overcrossing in Lane County, and the addition of the language was approved at that time.

With reference to the matter of maintenance—it is suggested that paragraph 8 on page 5 be revised to read substantially as follows:

> "upon completion of said structure, railroad shall maintain the said structure including abutments, wing-walls, deck tracks, and all railroad facilities and that State at its expense shall maintain the highway roadbed, pavement, drainage and all other highway facilities including any lighting of the structure."

In accordance with your request all copies of the form of easement and construction agreement are returned to you herewith.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 6

cc: Mr. L. P. Hopkins
Mr. Frank McColloch
Mr. G. S. Paxson
Mr. W. C. Williams ✓

RECEIVED
MAY 29 1952
FOR FILING

AGENDA
APR 21 1952

[illegible]

3679

March 28, 1952

Donald M. Drake Company
904 Lewis Building
Portland, Oregon

Gentlemen:

The State Highway Commission on March 14th accepted your proposal to construct a viaduct to carry Souther Pacific Company's West Branch Track over the West Portland-Hubbard Highway in Washington County for the sum of $44,960, and awarded contract No. 3679 to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form which contains specifications, and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

set confirmed

md
Enc.

cc - W. M. Fransua
H. G. Smith
G. S. Paxson
S. H. Probert
Goldie Lewis

5+C

C SERVICE
class of service desired;
erwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 28, 1952
1:30 p.m.

Donald M. Drake Company
904 Lewis Building
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for the Tualatin Undercrossing in Washington County for which you submitted low bid on March 14. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
C. W. Head
Auditor (5001-900)
Files

RECEIVED
FOR FILING
OREGON DISTRICT

Files
303

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 28, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project BFI-303(5), Tualatin Undercrossing of the S.P.R.R. on the Boones Ferry Road-Willamette River Unit of the West Portland-Hubbard Highway, we hereby concur as of this date in award of contract to Donald M. Drake Company of Portland, Oregon, low bidder in the amount of $44,960, at the March 14, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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FOR FILING

B71-[illegible]

[illegible]77

March 28, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Tualatin Undercrossing
F. A. No. BFI-303(5)

I am attaching hereto a copy of the permit of entry from the Southern Pacific Company, authorizing work on their right of way at the site of the Tualatin Undercrossing. This clears all right-of-way matters in connection with this contract, and we ask your concurrence in the award, as of today, to the Donald M. Drake Company of Portland, Oregon, at their bid of $44,960, which was the low bid received at the Highway Commission meeting on March 14, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

S-2706

IN REPLY PLEASE REFER TO

E. E. MAYO
CHIEF ENGINEER
C. J. ASTRUE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. M. JAEKLE
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

5

March 26, 1952

911/323

Mr. R. H. Baldock (2)
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
MAR 28 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Attention: Mr. G. S. Paxson
Bridge Engineer

Dear Sir:

Referring to your telegram of March 21 advising that you will make changes in Tualatin undercrossing plans as requested by us and your request that we grant permit of entry in order that the construction contract may be awarded in advance of execution of the formal easement and construction agreements between the State and Railroad.

The State of Oregon, through its Highway Department, is hereby granted permission to enter upon our 100 foot right of way over which easement is to be granted the State on each side of the proposed highway undercrossing structure center line, the intersection point of the center of main track being Highway Engineer Station 218/65.12 = Railroad Engineer Station 636/97.2. State is also hereby granted permission to enter upon our right of way for the placing of embankment material in connection with construction of shoofly. This permission is granted in order that the State may let its contract in advance of execution of formal agreement.

This right of entry is granted contingent upon the State executing the formal agreements when presented and with the understanding the contractors are to execute usual form of agreement and furnish insurance coverage acceptable to Railroad in advance of performing any work on railroad premises.

It is our understanding that your contractor performing the grading work, including the construction of the shoofly embankment, is R. A. Heintz and contractor to construct the underpass structure, including excavation, is D. M. Drake. It is understood that these individual contractors will each execute agreements with the Railroad and furnish insurance as provided for in the agreement.

A copy of this letter is also furnished you for signature of the Highway Engineer, or his authorized agent, accepting the conditions under which the right of entry is granted, this copy to be returned to me when so accepted.

Yours very truly,

E E Mayo

ACCEPTED BY STATE OF OREGON

By ______________________
State Highway Engineer

RECEIVED
[illegible] 1952
FOR FILING

[illegible]

3.17

March 28, 1952

Mr. E. E. Mayo
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

I am returning herewith the copy of your letter of March 26 granting us permit of entry on your right of way at the site of the Tualatin Undercrossing. I have signed this signifying acceptance by the State of the conditions under which this right of entry is granted.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gs
cc G. S. Paxson

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 26, 1952

RECEIVED
MAR 28 1952
OREGON STATE HIGHWAY COMMISSION

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon Projects BFI-303(5) and BFI-324(2), both involving railroad-highway grade separations, were recommended and approved on the basis of orders of the Public Utilities Commissioner in lieu of State-railroad agreements.

Your letter of March 10, 1952 indicated that long delays are usually experienced in connection with the preparation and execution of railroad agreements. It is your position that the order of the Public Utilities Commissioner is adequate and a formal agreement, while desirable, is not absolutely necessary.

The matter was referred to our Washington Office and we are now in receipt of advice that they are willing, under the circumstances in this instance, to accept the order with the understanding that approved copies of the agreements between the State and the railroad will be submitted before payment of the final vouchers for the projects. They are, however, unable to subscribe to your position that railroad agreements actually are unnecessary and they cite the regulations which stipulate under Section 1.14 that an agreement shall be entered into between the State Highway Department and the railroad concerned, prior to approval of the construction program.

In view of the above, it is believed every effort should be made in such cases, to furnish copies of proposed railroad agreements when P. S. and E. documents are submitted. It would seem that copies must be available at that stage, even though in a tentative form, since special provision requirements presumably comply with such agreements.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

FILED
W. C. WILLIAMS

RECEIVED
FOR FILING

C71-30X(5)

3677

3174
3126

Cross Referenced
Const
Grade Xings
Gen

Relative Indexed Under
Childs Rd
Gene Loop Rd

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
	Pd.			

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Misc

SALEM, OREGON
MARCH 21, 1952

E. E. MAYO
SOUTHERN PACIFIC COMPANY
65 MARKET STREET
SAN FRANCISCO 5, CALIFORNIA

WILL MAKE CHANGES IN TUALATIN UNDERCROSSING PLANS AS PER YOUR LETTER OF MARCH 18. WILL APPRECIATE ANYTHING YOU CAN DO TO EXPEDITE PERMIT OF ENTRY.

R. H. BALDOCK

ORM E-128X 25M 6-51

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

end
Grade Xings
Glen

NOTED
W. C. WILLIAMS

February 21, 1952

Mr. Frank McColloch
General Attorney
Southern Pacific Company
800 Pacific Building
Portland 4, Oregon

Pux 54
Tualatin Undercrossing

Dear Mr. McColloch:

Herewith I enclose for your information two copies of insurance provisions which have been run for inclusion in the proposal for bids for the construction of the Tualatin undercrossing of the tracks and right of way of Southern Pacific Company on the West Portland-Hubbard highway, PUC file F-2336.

You will note that, in the form of agreement to be executed between the contractor and Southern Pacific Company, some items have been included which formerly were shown as a part of the general specifications. It is thought that their inclusion in the form of agreement is more appropriate than their being general provisions.

At the end of the first paragraph on numbered page 3, the following language has been transferred: "The term 'person' as herein used shall include passengers and employees of the railroad company as well as other persons, and the term 'property' as herein used shall include property in the custody of the railroad company". You will note that this clause eliminates property "of" the railroad company. This, I feel, is in accordance with our telephone conversation of yesterday afternoon.

We have also transferred some of the clauses relative to notice of cancellation or alteration of the policy, and have further provided that notice shall be given to Southern Pacific Company, in addition to the State Highway Commission, as to cancellation, and that alterations must be approved by Southern Pacific Company instead of by the State Highway Commission. This type of notice and approval also has been made applicable in the general specifications with reference to insurance carried by the contractor, or his subcontractors.

Mr. Frank McColloch
February 21, 1952
Page 2

In doing this, it has been our thought that Southern Pacific Company is the party primarily interested in the insurance carried by the contractor, or his subcontractors, and should be the party to approve the revisions. The conclusion in this regard is based upon the fact that if no railroad properties were involved our standard form of contract would not require the contractor, or his subcontractors, to carry the insurance in question.

It is requested that the special provisions be given careful consideration, and it is hoped that they will meet with the approval of Southern Pacific Company. If such approval is given, I, personally, feel that our troubles regarding insurance are largely at an end, and that the only possible difficulty which might arise would be the reluctance of insurance companies to write both accident and occurrence protection insofar as it applies to property damages. I understand that there are no present objections to both accident and occurrence insurance with respect to public liability.

Very truly yours,

C. W. ENFIELD, Chief Counsel

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 2
cc: Mr. W. C. Williams
Mr. C. W. Enfield
Mr. G. S. Paxson

VED
FOR FILING

FORM E-30 25M 9-51 82318

[illegible]

3619

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1952

SUBJECT: PUX 54 - Tualatin Undercrossing

To:
Mr. W. C. Williams ✓
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. G. S. Paxson
Mr. A. G. Skelton
Mr. F. B. Crandall
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of PUC Order 29231 issued by the Public Utilities Commissioner under date of February 5, 1952, authorizing the construction of an undercrossing of the tracks and right of way of Southern Pacific Company on the West Portland-Hubbard Highway near Tualatin.

This order appears to cover the authorization desired by the Highway Commission.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

P.U.C. OREGON ORDER NO. 29231

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to cross)
under the tracks and across the right of)
way of Southern Pacific Company on the)
West Portland-Hubbard Highway near Tualatin) F-2336
in the Northwest quarter of the Northeast)
quarter (NW¼NE¼) of Section 24, Township 2)
South, Range 1 West, W.M., in Washington)
County, Oregon.)

RECEIVED
FEB 8 1952

Pursuant to notice, the above entitled matter came on for hearing on Friday, January 25, 1952, at 2:15 P.M., in Room 206, Washington County Court House, Hillsboro, Oregon, before David Don, Chief Engineer, and C. E. Jaqua, Utility Engineer, sitting as Examiners for the Commissioner.

The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Harry M. Seabold, County Judge, Hillsboro, Oregon
In behalf of Washington County

H. H. Hymes, Oswego, Oregon
Mrs. Fred L. Sampson, Oswego, Oregon
Mrs. Clide Adams, Tualatin, Oregon
In their own behalf

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. After due consideration of the record, evidence, and law in the matter, and field investigation of the crossing site by his Engineering Department, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

FINDINGS

That the application of Oregon State Highway Commission was received in the office of the Commissioner on December 28, 1951, requesting authority to cross under the tracks and across the right of way of Southern Pacific Company on the West Portland-Hubbard Highway near Tualatin, in Washington County, Oregon.

That the petitioner proposes to construct a unit of the West Portland-Hubbard primary state highway between a connection with the existing improvement North of the Tualatin River in Washington County and the Willamette River near Wilsonville in Clackamas County, with said section of highway to be a throughway, and with the proposed undercrossing to be a part hereof.

That, in connection with the proposed construction, it will be necessary to close a portion of an existing public way known as the Jean Loop Road or Childs Road or The River Road, and also to close a portion of a platted street in Tualatin Valley Homes known as Galbraith Way, both highways being under the jurisdiction of Washington County. That it is proposed to construct an improvement of Hazel Fern Road which will adequately serve the needs of local residents in the vicinity of the proposed improvement.

That the construction of the undercrossing structure is necessary and proper for the service, convenience and safety of public highway travel and, also, for travel and traffic upon the railroad in that the said public highway is a primary state highway of major importance carrying a large volume of traffic, and that a grade crossing at this point would not be in the best interests of the public.

That it is estimated that the average daily volume of traffic on the highway under the proposed structure will be 7700 vehicles per day, based upon 1950 tabulations with anticipated normal average annual increases, and that the average daily volume of train movements across the proposed structure will be six per day.

That the railroad grade across the proposed structure is a descending grade of 0.9% from Northeast to Southwest, and that the grade on the highway is on a descending grade of 2.96% from the North, and on an ascending grade of 0.931% from the South, which grades are connected by an 800-foot vertical curve.

That petitioner proposes to finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal funds, including reimbursement to Railroad Company, for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

That petitioner proposes that the construction and maintenance of the proposed undercrossing structure and project shall be handled as set out in petition under: "THINGS TO BE DONE BY STATE" and "THINGS TO BE DONE BY RAILROAD COMPANY", which is agreeable to Southern Pacific Company.

That it is not anticipated that there will be any impaired clearances on the railroad during the period of construction of the project:

That, on January 21, 1952, the Commissioner received answer of Southern Pacific Company in the above entitled matter, which states in part:

> "Comes now Southern Pacific Company * * * and answering the petition in the above entitled matter represents to the Commissioner that it will not oppose the issuance of an order reflecting the allegations of the petition and in accordance with the drawings attached thereto and as prayed for therein."

That the construction of the underpass will eliminate grade crossing No. P-762.8 where Jean Loop Road, also known as Childs Road and The River Road, crosses Southern Pacific Company's tracks and right of way, and that this crossing should be removed from the Commissioner's Catalog of the Crossings of the State of Oregon.

That Oregon State Highway Commission presented as Exhibit #1 a certified copy of a petition filed by the residents in the area requesting the closing of Southern Pacific Railroad Crossing No. P-762.8 on Childs Road and the closing of Childs Road to permit construction of the underpass.

CONCLUSIONS

1. That Oregon State Highway Commission proposes to construct a unit of the West Portland-Hubbard primary state highway between a connection with the existing improvement North of the Tualatin River in Washington County and the Willamette River near Wilsonville in Clackamas County, and it will be necessary to cross the tracks and right of way of Southern Pacific Company as part of such highway.

2. That the construction of an undercrossing structure at that point is necessary and proper for the convenience and safety of the public in that a safe crossing will be provided for a large volume of vehicular traffic under Southern Pacific Company's tracks, and that the application for the undercrossing should be granted.

3. That the parties in interest are in agreement as to method of construction, payment therefor, and maintenance of completed project as set out in the petition.

4. That the construction of the underpass will eliminate the need for the present grade crossing No. P-762.8 of Southern Pacific Company's tracks and right of way, and that this grade crossing should be closed to vehicular movements.

ORDER

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross under the tracks and across the right of way of Southern Pacific Company on the West Portland-Hubbard Highway near Tualatin, in the Northwest quarter of the Northeast quarter(NW¼NE¼) of Section 24, Township 2 South, Range 1 West, W.M., in Washington County, Oregon, be and the same is hereby granted.

IT IS FURTHER ORDERED that the construction shall be done in a good and workmanlike manner, and in substantial conformity with the plans and profiles attached to the petition, which are by this reference made a part hereof, and as agreed to between the parties in interest.

IT IS FURTHER ORDERED that Oregon State Highway Commission, as its part of the project, shall perform the following work, pay the following costs, and bear the following maintenance of the undercrossing project:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for construction of the said project and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company, for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said highway with its approaches and appurtenances after completion of the project.

IT IS FURTHER ORDERED that Southern Pacific Company, as its part of the project, shall perform the following work and shall bear the following maintenance of the undercrossing project:

THINGS TO BE DONE BY SOUTHERN PACIFIC COMPANY:

(a) Grant to State an easement two hundred (200) feet in width, being one hundred (100) feet on each side of the State's L5 survey line across the right of way of Southern Pacific Company.

(b) Make such revisions in existing railroad signal lines and communication systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after completion of the project.

(c) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(d) 1. Construct a temporary detour track for railroad use during the construction of the proposed structure, as shown on Bridge Drawing No. 6180 attached to the application, the grading for which shall be done by State.

2. Remove said temporary detour track and salvage rails, ties and rail fittings after reconnection of the main line track.

3. Remove sufficient of the existing main line track to permit the construction of the proposed grade separation structure and replace and restore the said track after construction.

(e) Maintain the said proposed grade crossing structure with all railroad facilities and appurtenances after completion of construction.

IT IS FURTHER ORDERED that, upon completion of the undercrossing, the designation P-762.8-B shall be assigned thereto for purposes of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

IT IS FURTHER ORDERED that, upon completion of the undercrossing, Oregon State Highway Commission shall close to vehicular movements grade crossing No. P-762.8 where Jean Loop Road, also known as Childs Road and the River Roads, crosses Southern Pacific Company's right of way and tracks in Washington County, Oregon, and that Oregon State Highway Commission shall notify the Public Utilities Commissioner of such closure in order that this crossing may be removed from the Commissioner's Catalog of the Crossings of the State of Oregon.

Dated at Salem, Oregon, this 5th day of February, 1952.

CHAS. H. HELTZEL

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

VED
FOR FILING

FORM E-30 25M 9-51 92515

3619

Cross Referenced To:
Const
Grade Xings
Gen

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1952

SUBJECT: PUX 54
Tualatin Undercrossing

To: Mr. W. C. Williams
Ass't. State Highway Engineer
O F F I C E

NOTED
W. C. WILL

Dear Mr. Williams:

Herewith I hand you three copies of letter from Public Utilities Commissioner advising that an order will be issued authorizing the construction of the grade separation project on the West Portland-Hubbard highway near Tualatin and that there will be no objection to proceeding with the construction.

This letter was secured at the request of Mr. Probert in order that the project might be cleared with the Bureau of Public Roads for the awarding of a contract for the road construction.

For the purpose of information, a copy of this communication and a copy of the letter from the Public Utilities Commissioner are being sent to Mr. Probert.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 3

cc: Mr. S. H. Probert

COPY

CHAS. H. HELTZEL
Public Utilities Commissioner
Salem, Oregon
January 28, 1952

File No. F-2336

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission for authority to cross under the tracks and across the right of way of Southern Pacific Company on the West Portland-Hubbard Highway near Tualatin in the Northwest quarter of the Northeast quarter (NW¼NE¼) of Section 24, Township 2 South, Range 1 West, W.M., in Washington County.) F-2336

Mr. J. W. DeSouza
Assistant Counsel
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. DeSouza:

It may be sometime before an order can be issued on the above entitled matter.

However, in view of the fact that there was no controversy, the order when issued will grant the application as submitted in the petition. There will be no objections to proceeding with the construction.

Very truly yours,

Chas. H. Heltzel, Commissioner

/S/ DAVID DON

David Don, Chief Engineer

DD:DM

Cross Referenced To:

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1952

SUBJECT:
Pux 54
Tualatin Undercrossing

To: MEMORANDUM TO FILE:

Hearing of the application of the Highway Commission for an undercrossing of the tracks of Southern Pacific Company near Tualatin, PUC File F-2336, was held in the Washington County Court House at Hillsboro at 2:00 P.M. on Friday, January 25, 1952, before Messrs. David Don and C. E. Jaqua sitting as Examiners for the Public Utilities Commissioner.

The Highway Commission was represented by the writer, and Southern Pacific Company was represented by Mr. Edwin L. Graham, attorney for Southern Pacific Company, Pacific Building, Portland.

An appearance for Washington County was made by Judge Henry M. Seabold, and Mr. H. H. Hymes, Mrs. Fred L. Sampson and Mrs. Clide Adams filed appearances for property owners in the vicinity.

The petition was amended to eliminate references to Clackamas County and insert in lieu thereof references to Washington County.

Mr. H. H. Hymes was called to the stand and copy of letter from Mr. Clide W. Adams addressed to Mr. W. C. Williams under date of July 24th with accompanying approval of the project by people residing and owning property in the vicinity of the project was introduced in evidence as the Commission's Exhibit No. 1. A certified copy thereof was substituted for the original. Mr. Hymes stated that the local residents were practically unanimous in favor of the closing of the Genes Loop Road. He stated that to his knowledge there was only one property owner who opposed the closing, but that that particular person was affected much less adversely than himself. He raised the question of the possibility of the construction of a foot bridge in connection with the railroad structure, but specifically stated that even though this was not possible the local sentiment regarding the construction would be the same. He also made mention of the desirability of the construction of a turn-around on the East side of the highway for service to traffic on the Gene Loop Road cul-de-sac.

Mr. A. G. Skelton advised that he would check into this matter and if the proposal is found to be practical a turn-around will be constructed. In view of the wholehearted cooperation which has been given by the local property owners it would seem to me that this matter should be given very careful attention and the facility provided if reasonably possible.

Judge Seabold was called to the stand and stated that the Washington County court approved the project and also approved the closing and barricading of the Genes Loop Road and Galbraith Way at the intersection. He stated further that the county would give its formal consent to the closing, as required under the freeway law.

Mr. A. G. Skelton testified regarding the general nature of the project and Mr. G. S. Paxson testified regarding the type, design and clearances of the structure and the proposed advertising thereof for bids.

Mr. Graham did not call any witnesses to the stand for Southern Pacific Company, stating that in his opinion the record was adequate for issuance of an order based upon the evidence introduced and the pleadings filed. The Examiners waived any testimony with regard to traffic.

After the conclusion of the hearing Mr. Don stated that an order will be issued in due course and that in the meantime a letter from the Public Utilities Commissioner will be given advising that the order will be issued.

J. W. DeSOUZA
Assistant Counsel

JWD:mb
cc: Mr. W. C. Williams
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. A. G. Skelton

ED

R FILING

2611

January 28, 1952

Mr. L. P. Hopkins
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Tualatin Undercrossing

A hearing was held on January 25 before the Public Utilities Commissioner on the proposed undercrossing of your Westside Branch near Tualatin in Washington County. No controversy of any kind developed at the hearing, and undoubtedly an order from the Public Utilities Commissioner will be forthcoming in the near future. The State is letting a contract for the grading of this section of the highway which includes the grading for the railroad shoofly track around the site of the proposed structure. We have previously supplied you with copies of the specifications, special provisions and plans for this grading work. Bids will be received on this work on February 1.

Because of the time required to complete the usual formal agreement between the State and your company granting easement across your right of way, we would appreciate your consideration of granting us a permit of entry for the work so that it may be started in the near future. This proposal is along the lines of the procedure used in handling the Goshen Overcrossing project in Lane County, where under date of March 2, 1951 we were granted a permit of entry pending the completion of the formal agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

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FOR FILING
FORM E-30 25M 9-51 92315

[illegible]

3677

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1952

SUBJECT: PUX 54
Tualatin Undercrossing

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Mr. Williams:

Herewith I hand you for your files original copy of letter addressed to you under date of July 24th from Mr. Clide W. Adams with reference to closing the Genes Loop Road (Childs Road) at the intersection with the West Portland-Hubbard highway in Washington County. The letter is accompanied by a form of petition signed by various property owners, and both instruments are applicable to the Tualatin Undercrossing of the tracks of Southern Pacific Company.

The original was introduced in evidence at the hearing held in Hillsboro on January 25th and a certified copy thereof was substituted.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

W. C [illegible]

JWD:mb
Enc.

VED

FOR FILING

FORM E-30 25M 9-51

[illegible] 303(5)

3699

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1952

SUBJECT: PUX 54
Tualatin Undercrossing

[illegible]
W. C. WILLIAMS

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Mr. Williams:

This is to advise you that hearing on the application of the Highway Commission for an undercrossing of the Southern Pacific railroad on the West Portland-Hubbard highway near Tualatin has been set for Friday, January 25, 1952, at 2:00 o'clock P.M. The hearing will be held in the Washington County Court House at Hillsboro.

It will be appreciated if Mr. Smith, or someone from his office, could be present to testify regarding the general character of the project; Mr. Paxson, or someone from his office, to testify regarding the type of design of the structure, and Mr. Crandall, or someone from his office, to testify regarding the traffic.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. H. G. Smith
Mr. G. S. Paxson
Mr. F. B. Crandall

S-2050

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

E D
OR FILING

January 8, 1952

322

3126

Mr. R H Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Baldock:

Reference to application to Public Utilities Commissioner of Oregon for an undergrade crossing on our Newberg Branch near Tualatin.

Our Management has requested that you furnish us with a dummy copy of your proposed contract with the contractor providing shoofly cut and embankment and our Company to install and remove track as outlined in your petition. It has been suggested that these provisions provide for this. They are also asking as to the insurance feature.

Yours truly,

NOTE
W. C. WILLIAMS

L P Hopkins

RECEIVED
JAN 14 1952
HIGHWAY COMMISSION

ASSIGNMENT

No. 312

ry 11, 1952

By

ription: L. P. Hopkins' letter of January 8 referring to pplication to PUC for undergrade crossing on Newberg Branch near Tualatin

Acknowledged by _ _ _ _ _ Referred to _ Paxson ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for _ Williams' _ _ _ _ _ _ _ _ _ _ _ _ signature

W. C. WILLIAMS

Assignment executed _ _ _ Report received _ _ _ _ _ _ _

Remarks: PLEASE RETURN TO W. C. WILLIAMS

Copies of proposed Contract for grading have been sent Southern Pacific D.M.

(Rtd 2-5-51)

VED
FOR FILING

[illegible]

36 11

B71 802

January 2, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Tualatin Undercrossing
F. A. No. BFI 303(5)

Reference is made to the proposed undercrossing of the Southern Pacific Company's Westside Branch near Tualatin in Washington County, which is your Program No. 26. This undercrossing of the Southern Pacific tracks is by the new West Portland-Hubbard Highway. This is a new highway and its construction does not eliminate any traffic now crossing the railroad tracks at grade.

At the point where the new highway undercrosses the tracks there is now a county road known as the Jean Loop Road which crosses the railroad at grade. The Jean Loop Road is to be closed and barricaded on each side of the undercrossing structure, and traffic from the Jean Loop Road will be routed into the new highway by way of another county road. This new routing, however, crosses the railroad tracks at grade, so that all traffic eliminated on the Jean Loop Road by reason of its closure will still cross the Railroad Company tracks at grade. The closure of the Jean Loop Road is entirely incidental and is not the primary purpose of the project. In view of these facts and the instructions in General Administrative Memorandum No. 325, the project is not deemed to be of benefit to the Railroad Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm
cc G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 2, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following wire has been received from our Western Headquarters office:

> "REFER OREGON 4TH SUPPLEMENTAL BOND FINANCED FEDERAL-AID PROGRAM. ADVISE WHETHER RAILROAD PARTICIPATION INVOLVED IN FINANCING RAILROAD SEPARATION STRUCTURES IN ITEMS 26 AND 27. IF NO BENEFIT TO RAILROAD, FURNISH JUSTIFICATION IN ACCORDANCE CRITERIA IN GAM 325. ACTION ON PROGRAM WITHHELD AWAITING YOUR REPLY."

In addition to the above program items, we note that railroad separation structures are contemplated in the vicinity of Hood River and Mosier, Items 20 and 21 on the Third Supplemental bond financed program.

If any of these four projects are contemplated for the January 31-February 1, 1952 letting, your reply should be expedited as program action is presently being held in abeyance.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 2 1951
OREGON
STATE HIGHWAY COMMISSION

FILING
FORM E 30X 28M 3-51 47199

Williams
7774

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1951

SUBJECT: **P.U.C. Hearing,**
Tualatin Undercrossing
(Bridge No. 2258)

To:

Mr. J. W. DeSouza
Assistant Counsel
Office

Childs Road or
[illegible] Loop Road

W. C. WILLIAMS

Dear Sir:

The State is constructing the West Portland-Hubbard Highway connecting the Pacific Highway West at a point north of Tigard with the existing Pacific Highway East. The new construction will pass under the Southern Pacific Company's westside branch at a point approximately one mile east of Tualatin in Washington County. I am attaching hereto six prints each from our Drawings 6180, which is a vicinity map at a scale of 1"=50', and Drawing 10161, which is the plan and elevation of the proposed structure.

The crossing is in the NW¼ of the NE¼ of Section 24, Township 2 South, Range 1 West, Willamette Meridian. The new highway is to be a four-lane divided highway at this point. The northbound two lanes of the highway are not exactly parallel with the southbound two lanes, as the two roadways are diverging at this point. The center line of the two southbound lanes, designated as the L5 construction line on Drawing 10161, intersects the railroad center line at railroad station 637+09.87 P.O.C. and highway station 218+72.95 P.O.T. The angle of intersection between the highway and the tangent to the railroad curve is 52° 37' 43". The center line of the northbound lanes, designated as L6 on Drawing 10161, intersects the railroad center line at railroad station 636+64.66 P.O.C. and highway station 218+43.0 P.O.C. The angle of intersection between the tangents to the highway and railroad curves is 52° 12' 48".

The original survey line, designated L5 survey line on Drawing 10161 and used for the purpose of right-of-way descriptions, intersects the railroad center line at railroad station 636+97.2 P.O.C. and highway station 218+65.12 P.O.T. The angle of intersection between the highway center line and the tangent to the railroad curve is 52° 16' 13".

The structure carrying the railroad track over the highway is to be a two-span reinforced-concrete deck girder with a concrete ballast trough and ballasted deck. An elevation and a cross section of the proposed structure is shown on Drawing 10161. It will provide an horizontal clearance between handrails of 16'-6" for the railroad track. Because of railroad curve the minimum clearance at any point from the center line of the railroad to the handrail will be 8'-0". The clearances provided by the structure for the highway are shown on the elevation sheet. The minimum vertical clearance is 15'-0", and the minimum horizontal clearance if 16'-6" from the center lines of the highways to the face of the center pier and 18'-0" to the face of the abutments. The structure will be designed for Cooper's E-60 loading in accordance with the current specifications of the American Railway Engineering Association.

During construction it is proposed that the railroad traffic will be carried on a shoofly track to be constructed on the northerly side of the present track. The alignment and location of this shoofly track is shown on Drawing 6180. The track is located far enough away from the site of the new structure so that the new structure can be built without interference with railroad traffic on the shoofly track.

The project is to be built under Federal aid, and the allocation of costs is to be made in accordance with Federal rules covering such projects. These Federal rules are set up in General Administrative Memorandum No. 325, dated August 26, 1948 and signed by Thos. H. MacDonald, Commissioner of Public Roads. Since the primary purpose of the separation is to separate traffic on the new highway on new alignment and since no grade crossings of the existing West Portland-Hubbard Highway are to be closed, these Federal rules provide that the project shall not be deemed of cognizable benefit to the railroad and no contribution from the railraod to the cost thereof should be required. The project does, however, close an existing county road known as the Jean Loop Road. Traffic on this county road will be diverted to a new connection to the new West Portland-Hubbard Highway, and the existing county road will be barricaded at each side of the railroad's right of way. I am attaching hereto a petition asking for the closure of this county road and signed by the great majority of property holders now served by the existing county road. The closure of this county road is incidental to the primary purpose of the project and is not deemed to be of cognizable benefit to the railroad under the Federal rules cited above.

In the construction of this project the State is to prepare plans and specifications meeting the approval of the railroad company, advertise for bids and award a contract for construction, supervise the construction and do all work not specifically listed hereinbelow as to be done by the railroad company.

The railroad company should do the following work:

Rearrange their signal and telegraph system to safeguard their operations during construction and reinstall in permanent position after the completion of the project. Furnish and place with their own forces all track materials for the shoofly track to carry railroad traffic during construction of the undercrossing structure, and remove and salvage the same when traffic is resumed across the structure. Provide such engineering, watchman and flagman service as is necessary for the protection of their operations. The railroad company is to be reimbursed for all expenses in connection with their work which are covered by General Administrative Memorandum No. 299, dated May 1, 1946 and signed by Thos. H. MacDonald, Commissioner of Public Roads.

The railroad company should grant to the State an easement across their right of way 200 feet in width, being 100 feet on each side of the L5 survey line.

The estimated daily traffic on the highway at this point is 7,688 vehicles per day. The estimated railroad train movements is six movements per day. The State will require its contractor to furnish for and in behalf of the railroad company public liability insurance in the limits of $200,000/$400,000 and property damage liability insurance in the limits of $50,000/$100,000, in accordance with the terms of Works Program General Memorandum No. 32, dated January 27, 1937 and signed by Thos. H. MacDonald, Chief of the Bureau of Public Roads.

This project is scheduled for early construction, and it would be appreciated if application to the P.U.C. could be made at an early date.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams

Attached

ASSIGNMENT

No. 2274

1951

By

sion: Mr. Skelton's letter of July 2, ~~[illegible]~~ letter of 28 by Washington County Court attached; re vacation of Jean Loop Road at intersection of proposed W. Portland-Hubbard Highway and SP RR

Acknowledged by _ _ _ _ _ Referred to _ _ Paxson ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. G. WILLIAMS
FOR FILING

Assignment executed 12-18-51 Report received _ _ _ _ _ _ _ _

Remarks: Please furnish DeSouza necessary data to start vacation proceedings. WCW

FORM E-90 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 2nd, 1951

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Salem, Oregon

Dear Sir:

Some time ago you discussed with me the desirability of having a conference with the Washington County Court in regard to the vacation of the Jean Loop Road crossing of both the West Portland-Hubbard Highway and the Southern Pacific Railroad just north of the Tualatin River. Under date of June 21st I wrote to Judge Seabold of the Washington County Court, confirming our conference is regard to the vacation of this crossing.

I am enclosing herewith letter dated June 28th from the court, which states their position in regard to this vacation. You will note that the County Court is willing to leave this vacation in the hands of the Public Utilities Commissioner, and that they have no objection to the State bringing the necessary proceedings before the Public Utilities Commissioner.

Yours very truly,

A. G. SKELTON
Division Engineer

NOTED
W. C. WILLIAMS

AGS:w
Encl.
cc: H. G. Smith
G. S. Paxson
H. C. Broadwell

copies made 7/1/51
WMP

JAMES LEWIS
H. R. JOHNSON
Commissioners

County of Washington

COUNTY COURT
HILLSBORO, OREGON

June 28, 1951

Oregon State Highway Commission
A. G. Skelton
Division Engineer
PO Box 4644
Portland 2, Oregon

Dear Sir:

Your letter of June 21, 1951 regarding the possible vacation of Jean Loop Road at the intersection of the proposed West Portland-Hubbard State Highway and the Southern Pacific Railroad has been reviewed by the Washington County Court and the following points and considerations have been gone over carefully:

1. That the West Portland-Hubbard State Highway is a valuable link in the Oregon State Highway system and will certainly be a definite benefit to the residents of southeastern Washington County for access to Portland and vacinity or to Salem and points south.

2. That the Southern Pacific Railroad is a necessary and established utility.

3. That Jean Loop is a necessary service road for the residents of the territory which it serves.

4. That the Washington County Court agrees that a grade crossing of Jean Loop Road with the Southern Pacific Railroad both over-passing a four lace highway would certainly be a hazardous situation.

Now, therefore, in view of the foregoing facts the Washington County Court agrees to adibe by the decision of the Public Utilities Commissioner for the State of Oregon on this matter which will undoubtedly come before him for hearing and consideration. The Court feels that this is a problem which affects more than just Washington County.

Very truly yours,

Harry M. Seabold
Harry M. Seabold, County Judge

H R Johnson
H. R. Johnson, County Commissioner

Commissioner Jas. Lewis
is now on vacation, but
concurrs with the foregoing
letter.

LLM:bn

VED
951
OR FILING

[illegible]

3679

July 27, 1951

Mr. Clide W. Adams
Postmaster
Tualatin, Oregon

Dear Mr. Adams:

This will acknowledge receipt of your letter of July 24 and the enclosed petition requesting the Highway Department to close o off Childs Road (also known as Genes Loop Road) on either side of the projected West Portland-Hubbard Highway.

We wish to assure you that this request and petition will be given serious consideration in the development of our plans for the West Portland-Hubbard Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

FBC:sc me

cc Mr. H. G. Smith
Mr. F. B. Crandall
Mr. A. G. Skelton
Mr. E. M. Booth

2258

NOTED
C. A. GARDNER

Tualatin, Oregon

July 24, 1951

Mr. W. C. Williams
Assist. State Highway Engineer
Salem, Oregon

Exh. 1

Dear Mr. Williams,

I am enclosing a petition, signed by all resident owners of property along Childs road in Washington County, east of Southern Pacific Rail Road Grade Crossing, with the exception of two owners, these are Mr. Frank Kohler and Mr. Ruth. An attempt was made to contact these two families by the person circulating the petition, but Mr. Ruth was not at home, and Mr. Kohler had company and was not contacted. Dr. and Mrs. Edward Flora who are building a new home ajount to the H. H. Hymes residence, requested that their names be placed upon this petition, but since their present address is Portland, we decided that their names should be ommitted.

Respectfully,

Clide W. Adams

ENC:
CVD:CWA

NOTED
W. C. WILLIAMS

Tualatin, Oregon

July 24, 1951

Mr. W. C. Williams
Assist. State Highway Engineer
Salem, Oregon

Dear Mr. Williams,

I am enclosing a petition, signed by all resident owners of property along Childs road in Washington County, east of Southern Pacific Rail Road Grade Crossing, with the exception of two owners, these are Mr. Frank Kohler and Mr. Ruth. An attempt was made to contact these two families by the person circulating the petition, but Mr. Ruth was not at home, and Mr. Kohler had company and was not contacted. Dr. and Mrs. Edward Flora who are building a new home ajount to the H. H. Hymes residence, requested that their names be placed upon this petition, but since their present address is Portland, we decided that their names should be ommitted.

Respectfully,

Chas H Adams

NOTED
F. B. CRANDALL

ENC:
CVD:CWA

Mr Crandall — This is in response to your letter of July 18th and my interview with Mr Blackwell — Thank you

C.H.A.

We, the following, resident owners of homes along the Childs Road in Washington County, request that the Highway Department, close the S. P. Railroad grade crossing on Childs Road (also known as Genes Loop Road) thereby in effect creating a cul-de-sac of Childs Road on either side of the puposed West Portland-Hubbard Highway.

SIGNED	ADDRESS
W. P. Ferguson	R1 Box 380 Oswego Ore.
Mrs H H Hymes	Rt 1 Box 381 Oswego Ore
Mrs Louise E Munnings	Rt 1 Box 371 Oswego Oregon
Mr William John Munnings	Rte 1 Box 371 Oswego Oregon
Clide W. Adams	Tualatin Ore
Mrs Esther R. Adams	Tualatin Ore
D C Feather	Oswego Ore
Mrs Ethel Feather	Oswego ore
Fred A. Feather	Rt. 1 Box 373A Oswego
Virginia Feather	"
Fred L. Sampson	Rt 1 Box 3[illegible] Oswego Ore.
Elizabeth Sampson	" " " " "Oswego, Ore.
H H Hymes	Rt. #1, Box 381. Oswego
M. Walwyn	Rt 1 Box 377 Oswego
Mrs O. S. Crocker	Rt 1 Box 377 Oswego
Mrs W. P. Ferguson	
Ole Eide	Rt 1 Box 378 Oswego
Inga L. Eide	Rt 1 Box 378 Oswego, Oregon
Andrew E Nelson	Rt 1 [illegible]
Anna Nelson	RT 1- Oswego

Copy to Mr Crandell

We, the following, resident owners of homes along the Childs Road in Washington County, request that the Highway Department, close the S. P. Railroad grade crossing on Childs Road (also known as Genes Loop Road) thereby in effect creating a cul-de-sac of Childs Road on either side of the puposed West Portland-Hubbard Highway.

SIGNED	ADDRESS
H. P. Ferguson	R1 Box 380 Oswego Ore.
Mrs H H Hymes	Rt 1 Box 381 Oswego Ore
Mrs Louise E Munnings	Rt 1 Box 371 Oswego Orego
Mr William John Munnings	Rte 1 Box 371 Oswego Oregon.
Clide W. Adams	Tualatin Ore
Mrs Esther R. Adams	Tualatin Ore
D G Feather	Oswego ore
Mrs Ethel Feather	Oswego ore
Fred H. Feather	Rt. 1 Box 373 G Osweg
Virginia Feather	"
Fred L. Sampson	Rt 1 Box 372A Oswego Ore.
Elizabeth Sampson	" " " " Oswego, Ore.
H. H. Hymes	Rt. #1. Box 381. Oswego
M. Walwyn	Rte 1 Box 377 Osweg
C. A. Crocker	
Mrs W. P. Ferguson	Rt 1 Box 377 Osweg
Ole Eide	Rt 1 Box 378 Oswego
[illegible]	1 Box 3[illegible] Oswego
Andrew E Nelson	Rt 1 Oswego Ore
Mrs [illegible] Nelson	Rt 1 [illegible]

ED

R FILING

MISSIONERS
CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

-179

July 16, 1951

NOTED
W. C. WILLIAMS

Clide W. Adams, Postmaster
Tualatin, Oregon

Dear Mr. Adams:

I have your letter of June 22 advising of the desires of the residents of Childs Road in the vicinity of Tualatin to the effect that they would prefer access of this highway to the West Portland-Hubbard Highway to be denied, thus in effect creating a cul-de-sac of Childs Road on either side of the proposed state highway.

Please be advised that your request will be given consideration in the development of plans for this section of highway.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

By FB Crandall
F. B. Crandall
Traffic Engineer

cc: W. C. Williams
H. G. Smith
E. M. Booth

FBC:ss

[illegible]

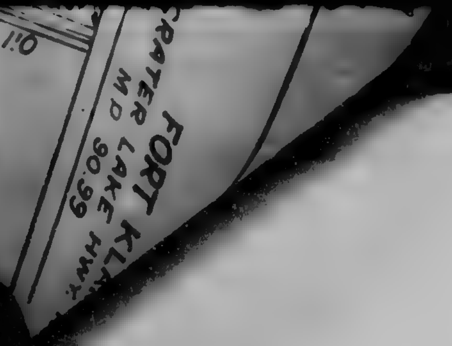
[illegible] at [illegible]

[illegible]

[illegible]

[illegible]

NOTED
W. C. WILLIAMS



Tualatin, Oregon
June 22, 1951

State Highway Commission
Salem, Oregon.

Gentlemen:

Last night as I was driving home from my work, I was stopped on Childs Road by two men from the State Highway Dept. and was informed that they were making a survey to ascertain whether it would be necessary to keep Childs Road open to access on the New Portland-Salem Highway.

I am the Postmaster at Tualatin and my residence is on Childs Road- 200 feet west of the Washington-Clakamas Line, and I have talked the situation over with all of the people living on this side, in the Washington county area. We would all like to have Childs Road dead-ended where it crosses the new Highway and our access be then the Meridian)(county line) and McEwen Roads to where it intersects Lower Boones Ferry Road and the new Highway.

Our reason for having Childs Road dead-ended where it intersects the new Highway is that we have a very nice residential district built along the river and as it is on a country road and not policed, there for it has become a speedway, especially in evenings and Sundays, thus endangering the lives of our children and pets. Also in the winter and spring when the State invokes restrictions on its Highways, oil tankers, log trucks, and other heavy trucks use Childs Road to bypass State Highways and consequently our highway is a series of holes and breaks, as this road was never designed for heavy equipment.

Sincerely,

/s/ Clide W. Adams

Clide W. Adams
Postmaster
Tualatin, Oregon.

COPY

COMMISSIONERS
CHANDLER, CHAIRMAN
PORTLAND
CHAS. H. REYNOLDS, MEMBER
M. K. McIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE EM 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

FILING

June 21, 1951

IN REPLY PLEASE REFER TO FILE NO.

Judge Harry Seabold
Washington County Court
Hillsboro, Oregon

Dear Judge Seabold:

Reference is made to the conference held this morning between members of the Washington County Court, Mr. L. L. MacIntyre, County Engineer, and representatives of the Highway Department at the junction of the Jean Loop Road, the Southern Pacific Railroad, and the proposed West Portland-Hubbard State Highway.

As I advised you at that time, we have been working on a grade separation structure, which would bring the West Portland-Hubbard Highway under both the Southern Pacific Railroad and the Jean Loop Road at approximately the location of the existing grade crossing of the Jean Loop Road and the railroad. This would mean that the Jean Loop Road would cross the railroad at grade at approximately the center of the structure carrying the West Portland-Hubbard Highway underneath. I also advised you that upon submitting studies of this proposed crossing to the Southern Pacific Company, their engineers had raised serious objections to the hazards of such a crossing due to danger to the railroad, traffic on the Jean Loop Road, and to traffic using the West Portland-Hubbard Highway.

After a study of these objections and of the hazards inherent to such a multiple crossing, the Highway Commission is seriously considering the advisability of requesting the Public Utilities Commissioner to vacate the Jean Loop Road crossing of both the highway and the railroad at this point.

If this crossing is eliminated, this would mean that the traffic that is now using this crossing would turn off of the Jean Loop Road some 1500 feet east of the crossing, and would go north on a dedicated road on the section line between Sections 24 and 19 to a common junction with the Fern Road, and would then follow the Fern Road to its common junction with the West Portland-Hubbard Highway and the lower Boones Ferry Road. I recently gave you a sketch showing this road, as well as the present route of the Jean Loop Road. At the time the Highway Commission recently improved the West Portland-Hubbard Highway north of the lower Boones Ferry Road, the Fern Road and the connection to the Jean Loop Road east of the grade crossing were improved, so that this road is now in good condition, and can adequately handle the Jean Loop Road traffic.

As I mentioned at our conference, we would appreciate advice from you as to the attitude of the Washington County Court in regard to a possible request from the Highway Commission to the Public Utilities Commissioner for the vacation of the existing Jean Loop grade crossing, particularly as to whether the County Court would have any objection to such a request being made.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: Mr. W. C. Williams ✓
Mr. H. G. Smith

…EIVED
FOR FILING

B-4-1-3[illegible](-)

#3671

RALPH E. PARKER
files

Parker-Johnson Company

GENERAL CONTRACTORS
2002 S. E. CLINTON STREET
PORTLAND 2. OREGON

March 3, 1952

Mr. H. B. Glaisyer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We acknowledge receipt of the plans and proposal forms for the Tualatin River bridges and undercrossing.

We also acknowledge receipt of and thank you for furnishing us with the informational proposal on the Eagle Creek Section work. It was our intention in originally requesting these plans to bid on this work either in a joint venture with a grading contractor or to work as a sub-contractor to a grading contractor who would bid this work in his own name.

Very truly yours,

Parker-Johnson Company

Ralph E. Parker
Ralph E. Parker

NOTED
F. QUERY

File

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM ☒ SERIAL ☐

DAY LETTER ☐ NIGHT LETTER ☐

RECEIVED MAR 17 1952 FOR FILING

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1311

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE ☐ DEFERRED ☐

CODE ☐ NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

[illegible]

3671

SALEM, OREGON

MARCH 17, 1952

E. E. MAYO
SOUTHERN PACIFIC COMPANY
65 MARKET STREET
SAN FRANCISCO 5, CALIFORNIA

ACCEPTABLE BID RECEIVED FRIDAY FROM DONALD M. DRAKE OF PORTLAND FOR CONSTRUCTION OF TUALATIN UNDERCROSSING OF YOUR WESTSIDE BRANCH. WOULD APPRECIATE IMMEDIATE RECEIPT OF PERMIT OF ENTRY ON YOUR RIGHT OF WAY AS PER PREVIOUS CORRESPONDENCE WITH YOUR PORTLAND OFFICE AND PUBLIC UTILITIES COMMISSIONER'S ORDER. ADVISABLE THAT PROJECT START SO THAT IT MAY FINISH DURING GOOD WEATHER.

R. H. BALDOCK

cc R. H. Baldock

GSP:gm
cc G. S. Paxson

State Highway Engineer

RECEIVED
MAR 14 1952
FOR FILING

[illegible]

2671

(B71-303(5))

March 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building

Dear Sir:

Re: Tualatin Undercrossing
F.A.P. No. BFI-303(5)

Under date of February 25, Mr. Paxson sent you copies of Public Utilities Commissioner Order No. 29231, covering the undercrossing of the Southern Pacific Company's Westside Branch near Tualatin, Oregon, by the West Portland-Hubbard Highway. On most of our jobs in the past we have entered into formal agreements with the railroad company on projects involving grade separations. We have found that the preparation and execution of these formal agreements takes from six to eight months due to slowness of the legal staff of the railroad. We cannot wait this long to get these projects under contract.

The Public Utilities Commissioner has complete jurisdiction over grade separation projects which are outside of cities of 100,000 population. The crossing in question is outside of the city limits, so is within his jurisdiction. The Public Utilities Commissioner has considered this grade separation and has issued his order referred to above which provides in detail for the structure and directs the State to reimburse the railroad company for their necessary expenses in accordance with the provisions of your General Administrative Memorandum No. 299. The order also directs the railroad company to grant to the State an easement 200 feet in width across their right of way. It is our position that the matter is adequately covered by the order of the Public Utilities Commissioner and that a formal agreement with the railroad company, while desirable, is not necessary. This formal agreement will, however, be drawn up and will be executed when the railroad company officials present it to us, assuming, of course, that it complies with the terms of the Public Utilities Commissioner order.

It is of great importance that the project proceed immediately, and we are asking that we receive your approval based on the requirements of the Public Utilities Commissioner.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

FI-324(1) Hayesville School-State St. 19[illegible]2
Unit, Salem By-Pass Sec. of
#3680 Pacific Hwy.

RECEIVED
MAR [illegible] 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) March 16, 1956

FI - 32411

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3680	15-Final	Roy L. Houck & Son

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5147	R-145981	$ 5,390.69	3/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: June 30, 1953

Time Extensions: to Aug. 10, 1954

Completion Date: Aug. 10, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-19-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawling

FEB 1 / 1955

FI - 22[illegible](1)
3680

REGISTERED MAIL February 16, 1955

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 3680 for work performed on the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East in Marion County was completed by the contractor, Roy L. Houck & Son, on August 10, 1954 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $5,390.69 will be released to the contractor on or after February 26, 1955. The total contract amount is $197,686.77 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 23 1954
FOR FILING

FORM E-30X 87½ 3-54 78790

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 19, 1954

SUBJECT:

To: Mr. Earl Saling
Office

NOTED
W. C. WILLIAMS

Dear Mr. Saling:

On February 1, 1952, the State entered into an agreement with Marion County relative to the construction of the Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East. Under paragraph 6 of that agreement the State agreed to acquire certain right of way, and under paragraph 7 agreed to convey this right of way to the county after the construction of the Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East had been completed.

I am advised that this construction has been completed, and consequently in accord with the agreement, the right of way referred to above should be conveyed to Marion County. I will appreciate your handling this matter and am attaching herewith the file of the County and City Relations Department for your information. The file should be returned to the County and City Relations Department as soon as possible.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
cc - W. C. Williams
John W. Cattrall

RECEIVED
OCT 8 - 1954
FOR FILING

October 6, 1954

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on September 23 had under discussion your request for an extension of time, from June 30 to August 10, 1954, within which to complete your contract No. 3680 for grading on the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Kenneth E. Bartel,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 22 1954
FOR FILING

T I - [illegible]

September 21, 1954

Request for extension of time
No. 18
September 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Roy L. Houck and Son for an extension of time on the Hayesville School-State Street Unit of the Salem By-pass, Contract No. 3604, from June 30, 1954 to August 14, 1954.

All major work on this contract was completed by June 30, and the work remaining consists of cleanup and oiling of service and connecting roads.

The paving contract was not held up because of the non-completion of the above items, nor was it possible to open this road to traffic. I, therefore, recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:js me

Enclosure

cc Mr. H. G. Smith

RECEIVED
FOR FILING

FI 324(1)

August 23, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Hayesville School-State Street Contract No. 3680, Oregon FI-324 (1), from June 30, 1954 to August 10, 1954, inclusive, to Roy L. Houck & Son, contractors.

All major road work on this contract was completed by June 30th, and the work remaining consisted of clean up, oiling of service roads and connecting roads. The paving contract was not held up because of the noncompletion of the above items, nor was it possible to open this road to traffic. I therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
AUG 24 1954
FOR FILING

[illegible]
3680

August 23, 1954

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Son on contract No. 3680, covering grading on the Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East in Marion County.

This payment, in the amount of $9,962.41 will be released to contractor on or after September 2, 1954. The retained percentage is $5,947.30.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

RECEIVED
[illegible]
FOR FILING

FI-324(1)

10

August 12, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 9, 1954 on Contract No. 3680, Hayesville-State Street Unit, Salem By-Pass Section, in Marion County, in connection with Federal Aid Project No. FI-324 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc: John Cattrall

DBP:eb

Form E-1

FI-1()

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 26, 1954

Section Hayesville School - State Street

Kind of work Grading

Highway Pacific (East)

Section prefix 24-1049

Contractor Roy L. Houck & Sons

Contract number 3680

Date of contract April - 4, 1952

Date of completion June 30, 1953

Date work started April - 21, 1952

Estimated date of completion 1954.

Amount of contract $202 925 94

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $202 925.94

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date $15 990 59, 102.9 %

Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday through Thursday contractor completed all his surfacing and also completed his oiling of Service Roads. He also oiled Fisher Road Extension.

All his work is complete except for a small amount of cleanup and the construction of ~~[illegible]~~ a catch basin on east Centre St. at the Junction with Thorndale Ave. Houck informed me that he has some concrete work on another contract and would do all at the same time.

FILED

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
JUL 8 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kenneth E.

Address Room 208 - Lab. Bldg. - Hwy. Shops
Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM		PAVING	
		3"-0 Base	3/4-0 Key	Binder [illegible]	Agg	AC	15[illegible]
Miles in project	3.54						
Miles partially completed	0						
Miles completed	3.54						
Total estimated quantities	330000	16500	3610	310	940	50	60
Estimated quantities moved or placed to date	299750	15588	3445	510	625	78	71
Average daily quantities		144	95	165	110	22	43
Average daily quantities necessary to complete project on time							
Number shifts per day	1						
Hours per shift	8						
Average force on project for week	20						

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....
12 Trucks 1 Distributor
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Cloudy		
Saturday	Rain		

STATE PRINTING

RECEIVED
APR 12 1954
FOR FILING

F1-[illegible]

April 9, 1954

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 1, 1954, had under discussion your request for an extension of time from September 30, 1953 to June 30, 1954, both dates inclusive, within which to complete your contract No. 3680 for grading on the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. P. Walker,
Division Engineer

Kenneth E. Bartel,
Resident Engineer

H. J. Smith,
Construction Engineer

RECEIVED
MAR 26 1954
FOR FILING

11-24(1)

[illegible]

March 25, 1954

Oregon State Highway Commission

Request for extension of time
No. 5
April 1 and 2 Meeting

Gentlemen:

Herewith is a request from Roy L. Houck and Son for an extension of time on the Hayesville School-State Street Section of the Salem By-pass, contract No. [illegible], from September 30, 1953 to June 30, 1954, both dates inclusive.

The only work remaining on this project is the final surfacing and oiling on the Fisher Road extension which was added to the project after the contract was awarded. Delay by the utility companies in moving their facilities prevented the contractor from completing the grading in time to do necessary oiling prior to the winter rains.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
HGS: fp

RECEIVED
MAR 1 8 1954
FOR FILING

1 2 1
3680

March 17, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Hayesville School-State Street Section of the Salem By-Pass, Contract No. 3680, Oregon FI-324 (1), from September 30, 1953 to June 30, 1954, to Roy L. Houck and Son, contractors.

The only work remaining on this project is the final surfacing and oiling on the Fisher Road extension which was added to the project after the contract was awarded. Delay by the Power Company in relocating their power lines prevented the contractor from completing the grading in time to do the necessary oiling prior to the winter rains.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc H. G. Smith

FORM E-122X 25M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 16, 1953

RECEIVED
NOV 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Williams & Skopil
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. Otto R. Skopil, Jr.

Re: Wilfred Willer Surface Water Damage
Contract No. 3680 - Roy L. Houck & Sons
File No. CAS-53-7

Gentlemen:

This is to acknowledge receipt of your letter under date of November 7, 1953, in regard to the above-captioned file.

Under date of October 22, 1953, this office advised Rathbone, King & Seeley Insurance Company, the liability insurance carrier for Roy L. Houck & Sons, of the alleged claim of the Willers; to date we have not heard from them as to any action taken in this case.

The State Highway Department expressly denies any liability for the alleged damage sustained by the Willers as a result of the independent contractor's failure to construct drains as instructed by the Resident Engineer in charge of this particular contract.

It is the opinion of this department that you should actively press your claim against Roy L. Houck & Sons, the independent contractor, and/or their liability insurance carrier.

If we may be of any assistance to you in this matter, please do not hesitate to contact the writer.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

EARL M. PRESTON
Assistant Attorney

EMP:ab
cc: Rathbone, King & Seeley Insurance
General Casualty Company of America
Mr. W. C. Williams

C
O
P
Y

WILLIAMS & SKOPIL
Attorneys at Law
Suite 412
Pioneer Trust Bldg.
Salem, Oregon

November 7, 1953

Oregon State Highway Commission
Attention: Forest Cooper
Salem, Oregon

Roy L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

Be advised that this office represents Mr. Wilfred Willer and his wife, who, during the calendar years of 1952 and 1952 and as of this date are the owners of that certain residence located at 3728 Monroe Avenue, Salem, Oregon.

Due to the negligence of either the Highway Commission or the Roy Houck & Sons, Contractors, or both, their property and dwelling house were severly damaged during the winter of 1952 and 1953, by surface waters, caused by the joint highway construction.

This is to inform you that Mr. and Mrs. Willer do wish to amicably settle this matter but, if no representation is forthcoming from either the Highway Commission or Roy Houck & Sons within ten days from the receipt of this letter, appropriate legal action will be instituted for the recovery of damages.

Sincerely yours,

WILLIAMS & SKOPIL

/s/ Otto R. Skopil, Jr.

By: Otto R. Skopil, Jr.

mf

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

3680

Oct. 22, 1953

Rathbone, King & Seeley Insurance
Board of Trade Building
Portland, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Re: Contract No. 3680,
Roy L. Houck & Sons,
Contractors
Wilfred Willer, Claimant
Loss: January, 1953

It is our understanding that you are the liability insurance carrier for Roy L. Houck and Sons, Contractors, with whom the State contracted to build a certain section of the Salem Bypass Highway under State Highway Commission Contract No. 3680.

In the course of the performance of the contract, Roy L. Houck and Sons failed to install drainage facilities as directed by the Resident Engineer, and as a result thereof the Willers are alleging damage in the amount of $171.49, as evidenced by a copy of a letter attached hereto. It is our understanding that Mr. Houck has referred this matter to his insurance carrier previously, but apparently no action has been taken on this claim.

As a matter of public relations, the State Highway Commission will appreciate being advised of the present status of the Willer claim.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

EARL M. PRESTON
Assistant Attorney

EMP:FRC

cc- General Casualty Company
Mr. W. C. Williams

RECEIVED
OCT 19 1953
FOR FILING

FI-324(1)

3680

4550

Salem, Oregon
October 16, 1953

Wilfred Willer damage
claim (Contract #4229)

Mr. C. W. Enfield

I refer to you the attached file, which I believe you will find self-explanatory.

I will appreciate your taking such steps as are necessary to secure some sort of a reply from Mr. Houck's surety company, which apparently is a local agency (the Huggins Insurance Company). From Mr. Walker's report it is apparent that either the contractor or his surety is responsible for the admitted damage, and proper corrective measures should be taken.

W. C. Williams

WCW:me

Enclosure

Copy

MRS. WILFRED WILLER
3728 Monroe Ave.
Salem, Oregon

State Highway Dept.
Salem, Oregon.

Dear Sirs,

Due to construction of the By-pass and lack of drainage, our place was flooded in January. Enclosed are some pictures that were taken and a bill for repairs and inconvenience of having to move out and boiling the contaminated water for two months.

(Sgd.) Mr. & Mrs. Wilfred Willer

Septic tank pumped out	15.00
Well:	
Decontaminating Unable to use water	25.49
Rental of pump for furnace	6.00
Motor for furnace	18.50
Relays for thermostate for furnace	8.50
Rent and inconvenience of moving out for 7 days for 5 of us.	98.00
	$171.49

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

7/29

Assignment 4229 New

Mr. and Mrs. Wilfred Willer
3728 Monroe Avenue
Salem, Oregon

Dear Mr. and Mrs. Miller:

Immediate investigation will be made as to cause and extent of the damage you mention in your recent letter. After we have determined to what extent the damage may be and responsibility therefor, you will be further advised.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

CEIVED
T 19 1953
FOR FILING

FI-2-4(1)

36Fo

October 16, 1953

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from June 30 to September 30, 1953 within which to complete your contract No. 3680 for grading on the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

Kenneth E. Bartel,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52315

FI-320(1)

3180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1953

SUBJECT:

To: Mr. R. H. Baldock,
State Highway Engineer,
Department.

NOTED
State Highway Engineer

Dear Sir:

Mr. Edward Barker, who complained of construction on Fisher Lane, Salem By-Pass, was contacted.

Fisher Lane construction is sufficiently far along now so that residents are encountering no real difficulty of access. We plan that rock surfacing operations will be complete this week.

Yours very truly,

JDWalker

J. D. Walker,
Division Engineer.

JDW:AM

RECEIVED
OCT 13 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

FI- [illegible]

3680

September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 33
September 24 and 25 Meeting

Gentlemen:

Herewith a request from Roy L. Houck & Son for an extension of time on the Hayesville School-State Street Unit, Contract No. 3680, from June 30, 1953 to September 30, 1953.

An unusual amount of wet weather and the failure of utility companies to remove their facilities from the contractor's working areas created quite a delay which was not the fault of the contractor.

I recommend the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP fp

RECEIVED
SEP 17 1953
FOR FILING

FI-324(1)

3680

September 16th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Hayesville School-State Street Contract #3680, FI-324(1), from June 30th, 1953, to September 30th, 1953, to Roy L. Houck & Son, contractors.

An unusual amount of wet weather and failure of utility companies to move their facilities tended to delay the contractor to quite an extent.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

H

cc to: H. G. Smith

RECEIVED
1953
FOR FILING

FI [illegible](1)

2680

August 27, 1953

Portland General Electric Company
780 North Liberty Street
Salem, Oregon

Attention: Mr. Travis

NOTED
W. C. WILLIAMS

Gentlemen:

This is your authority to proceed with moving and reestablishing your power line on the east side of the Fisher Road Extension of the Salem By-Pass, Stations 14+00 to 30+00, and to bill the State Highway Commission for the cost thereof, which is estimated to be $451.74.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

J[illegible]:AM

RECEIVED
1953
FOR FILING

3680

August 26, 1953

Portland General Electric Company,
780 North Liberty Street,
Salem, Oregon.

Attention: Mr. Travis.

Gentlemen:

This is your authority to proceed with topping of trees and clearing for moving power line on the Fisher Lane frontage road for the Salem By-Pass, opposite By-Pass Stations 74 to 103.

Such clearing to be done as outlined between your Mr. Travis and Division Engineer Walker on August 24th.

The estimated cost is approximately $150.00.

Very truly yours,

R. H. Baldock,
State Highway Engineer.

By

W. C. Williams,
Assistant State Highway Engineer.

JDW:AM

COPY

1585 North 20th
Salem, Oregon
August 4, 1953

NOTED
W. C. WILLIAMS

Mr. Kenneth E. Bartel
Resident Engineer, Ore Highway Dept.
Room 208, Lab Building
State Highway Shops
Salem, Oregon

Dear Sir:

This letter will confirm your instructions of July 31, 1953 to delay grading operations on Garden Road until Center St. crossing is open to public traffic.

In our opinion, your instructions of procedure are not consistent with your instructions of last season, namely, that Garden Road could be graded if Sunnyview was completed and Center could be graded if D St. was open.

Your instructions of July 31 will materially delay the completion of this project for the following reasons: due to the muddy material used in the construction of the Center St. fills, it is evident that a considerable time will elapse before the fills will harden sufficiently to carry traffic. We wish to point out that since the materials from Center St. and Garden Road are to be used in the main roadbed from the railroad bridge to Sunnyview bridge, it is impossible to finish any of this section.

We again call your attention to the failure of the power company to remove its line from the Fisher Road extension. We have cleared as much as we can without jeopordizing their property.

Yours very truly,

/s/ R. L. Houck

Roy L. Houck & son

CC: H. G. Smith
J. D. Walker
W. C. Williams

FORM E-20 27,000 4-53

AGENDA
JUN 25 1953

5-h

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1953

4182

SUBJECT: Assignment #4182

To: Mr. W. C. Williams
OFFICE

MISC. CONTRACTS and
AGREEMENTS No. 1364

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Herewith three copies of a supplemental agreement covering the handling and routing of Fisher Road in connection with the Salem By-pass in Marion County. Two copies of this agreement have been signed by the proper officials of Marion County and are now ready for presentation to the Highway Commission.

This completes Assignment #4182.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

NOTED
W. C. WILLIAMS

ASSIGNMENT

No. 41[illegible]
By We

Date: April 27, 1953

Description: Letter of April 23 by Tom Reeder enclosing six copies of agreement between Marion County and the State, supplementing earlier agreement; re handling Fischer Road at intersection of Sal[illegible] By-Pass Section of 99E

Acknowledged by _____ Referred to ___Cattrell ✓______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 5-19-53 Report received ________

Remarks: For execution by County—if ok.

NOTED
J. W. CATTRALL

FORM E-30 25M 1-52 68419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

April 23, 1953
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: THROUGHWAY AGREEMENT WITH
MARION COUNTY
Re: SALEM BY-PASS

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Sir:

Herewith you will find the original and five copies of an agreement to be entered into by and between Marion County and the State, which supplements an earlier agreement entered into by these parties, relative to the handling of county roads where the same intersects with the Salem By-Pass Section of the Pacific Highway East. This agreement concerns the handling and routing of Fischer Road.

You will note that only the original and one copy thereof have a map attached thereto. The County and City Relations Division will attach maps to the copies of the said agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 6

RECEIVED
APR [illegible] 1953
ENGINEER
[illegible] RELATIONS

RECEIVED
APR 24 1953
STATE HIGHWAY ENGINEER

Supplemental Agreement
Salem By-pass (Fisher Road)
Marion County
May, 1953

DISTRIBUTION SHEET. NOT A PART OF ATTACHED DOCUMENT

Copies Distributed as Follows:

City of ______________ ____

County of Marion ______ 1

R. H. Baldock		Office Engineer	1
W. C. Williams		Personnel	
W. W. Stiffler		Right of Way	
Accounting		Secretary	1
Bridge		Sec. of State	
Construction		Sign	
County & City	1	Traffic	
Division No. 2	1		
Legal			
Maintenance			

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BFI-323(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of March, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of October, 1952, a program, which was approved on the 14th day of October, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 7th day of November, 1952; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-one thousand and 00/100 dollars ($41,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

~~(*b*) From other sources~~

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Roadway connections for the Arata Road Interchange between Main Highway survey station 707+39.68 in the SE 1/4, Section 27, T-1-N, R-3-E, W.M. and Main Highway survey station 735+00 in the NW 1/4, Section 26, T-1-N, R-3-E, W.M.

, ~~length~~ of no net mileage ~~miles~~, in Multnomah County,

being Oregon Federal Aid Bond Issue project No. BFI-323(5)., ~~consisting of~~ [illegible]

~~roadway and~~ ~~bridges, each of more than 20 feet clear span,~~ [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-one thousand and 00/100 dollars ($41,000.00), which does not exceed the authorized Federal pro rata share of sixty-seven thousand, five hundred seventy-eight and 50/100 dollars ($67,578.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

MAR 13 1953
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Project No. BFI-323 (5)

ARATA ROAD INTERCHANGE SECTION
OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 22, 1952

Type Code 6201
Roadway (Sta. 707+39.68 to Sta. 735+00.00)(Contract No. 3826)

All Required		Clearing and Grubbing		$ 1,000.00
180	cu. yds.	Structural Excavation, Unclassified	$ 4.00	720.00
210	cu. yds.	Trench Excavation, Unclassified	2.00	420.00
27,500	cu. yds.	General Excavation, Unclassified	0.60	16,500.00
All Required		Finishing Roadbed and Slopes		1,000.00
950	lin. ft.	Rounding Cutbanks	0.20	190.00
200	lin. ft.	6-inch Metal Drain Pipe, Coated	2.00	400.00
70	lin. ft.	12-inch Concrete Pipe	2.00	140.00
400	lin. ft.	18-inch Concrete Pipe	3.00	1,200.00
90	lin. ft.	42-inch Concrete Pipe	9.00	810.00
14	only	Concrete Sight Posts	10.00	140.00
160	lin. ft.	Metal Guard Rail	4.00	640.00
1	only	Adjustment of Manholes	200.00	200.00
9,600	cu. yds.	3" - 0 Material in Base	1.75	16,800.00
2,200	cu. yds.	3/4" - 0 Material in Base and Shoulders	1.25	2,750.00
250	M-gals.	Sprinkling	2.00	500.00
120	cu. yds.	3/4" - 0 Material in Binder Course	3.00	360.00
20	tons	MC-2 Asphalt in Binder Course	40.00	800.00
2,500	tons	Class "B" Asphaltic Concrete	6.25	15,625.00
310	sq. yds.	Concrete Slope Paving	4.00	1,240.00
			Subtotal	$61,435.00
			10% Engr. & Cont.	6,143.50
			Total	$67,578.50

Length of Roadway 0.523 mile
Cost per mile $129,213.19

Federal Funds-- $41,000.00
State Funds-- 26,578.50

$67,578.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. BFI-323(5)

ARATA ROAD INTERCHANGE SECTION OF
THE T.H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 7, 1952

Type Code 6201
Roadway (Sta. 707+39.68 to Sta. 735+00.00)

All Required		Clearing and Grubbing		$ 500.00
180	cu. yd.	Structural Excavation, Unclassified	$ 3.50	630.00
210	cu. yd.	Trench Excavation, Unclassified	3.50	735.00
27,500	cu. yd.	General Excavation, Unclassified	0.80	22,000.00
All Required		Finishing Roadbed and Slopes		750.00
950	lin. ft.	Rounding Cutbanks	0.20	190.00
200	lin. ft.	6-inch Metal Drain Pipe, Coated	2.00	400.00
70	lin. ft.	12-inch Concrete Pipe	2.50	175.00
400	lin. ft.	18-inch Concrete Pipe	3.50	1,400.00
90	lin. ft.	42-inch Concrete Pipe	15.00	1,350.00
14	only	Concrete Sight Posts	10.00	140.00
160	lin. ft.	Metal Guard Rail	3.50	560.00
1	only	Adjustment of Manholes	50.00	50.00
9,600	cu. yd.	3" - 0 Material in Base	2.00	19,200.00
2,200	cu. yd.	3/4" - 0 Material in Base and Shoulders	3.50	7,700.00
250	M-gal.	Sprinkling	3.00	750.00
120	cu. yd.	3/4" - 0 Material in Binder Course	4.50	540.00
20	ton	MC-2 Asphalt in Binder Course	40.00	800.00
2,500	ton	Class "B" Asphaltic Concrete	7.50	18,750.00
310	sq. yd.	Concrete Slope Paving	6.00	1,860.00
		Subtotal		$78,480.00
		10% Engr. & Cont.		7,848.00
		Total		$86,328.00

Length of Roadway	0.523 miles
Cost Per Mile	$165,063.09

Federal Funds	$52,000.00
State Funds	34,328.00
	$86,328.00

ARATA ROAD INTERCHANGE SECTION

PROJECT NO. BFI-323 (5)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 7, 1952

RECEIVED
FOR FILING
FORM E-30 37,500 4-52 [illegible]

FI - [illegible]
3760

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1953

3760

To: Mr. W. C. Williams
OFFICE

SUBJECT: Assignment No. 3760

NOTED
W. C. WILLIAMS

I am returning Assignment No. 3760. Due to further developments the Right of Way Division has requested that no further action be taken at this time.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

RECEIVED
JAN 29 1953
STATE HIGHWAY [illegible]

ASSIGNMENT

No. 3760
By wc

October 8, 1952

Description: Letter of October 1 by Forrest Cooper re extension of Fisher Road, Salem Bypass, Marion County

Acknowledged by _____ Referred to -Cattrall- ✓

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 1-29-53 Report received ________
me

Remarks:

FORM E-30 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
October 1, 1952

SUBJECT: Extension of Fisher Road
Salem Bypass
Marion County

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

When our original agreement was worked out with Marion County re the maintenance of frontage and other roads in connection with the Salem Bypass, no mention was made of the extension of Fisher Road northerly from Silverton Road as it was not in the picture at that time.

I believe it would be well to have the City County Relations Department see if an agreement could be worked out whereby the county would assume responsibility of the road after construction. I have told our people that this road will be some type of "blacktop" in common with the construction of the other frontage roads on this project.

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC/fn

RECEIVED
OCT 9 1952
ENGINEER
COUNTY [illegible]TIONS

FORM E-30 37,500 4-52

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1952

SUBJECT: Fisher Road Extension
Northerly From Silverton Road
Salem Bypass
Marion County

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

For your information, I wish to advise that we have been able to work out what appears to be acceptable right of way settlements for the northerly extension of Fisher Road which will permit construction on the basis of a northerly extension of the present center line of Fisher Road to connect with Hollywood Boulevard without any angles.

FORREST COOPER
Right of Way Engineer

FC/fn

RECEIVED
DEC 17 1952

[illegible]EIVED
[illegible]
FOR FILING

[illegible]
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1952

SUBJECT:
File No. 19552-Kelley
Hayesville School-State St. Unit
Salem Bypass
Pacific Highway East
Marion County

To: Mr. Harry Benson
Right of Way Supervisor
OFFICE

Referring to the matter of the extension of Fisher Road northerly from Silverton Road, it has been decided to construct a gravel road only from Fisher Road to Hollywood Drive along the so-called "Burke" route. I refer to the route which would turn northerly from Silverton Road about 400 feet east of the present junction of Fisher Road, thence northerly to the north line of the Burke and Kelley properties, thence westerly about 400 feet to a junction with the so-called "Larson" road extended southerly and thence northerly to Hollywood Drive.

Please take care of the necessary details of acquiring this right of way. It would still be the most desirable thing to connect Fisher Road straight through on the Mitchell and Kelley property but if this is not possible, please proceed as outlined above.

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC/fn

cc: W. C. Williams /

RECEIVED
DEC 8 1952
OFFICE OF
STATE HIGHWAY ENGINEER

~~Form~~ PR 2 (Revised 1946)

R8 611

State Oregon

Project No. FI-326(1)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between The Oregon State Highway Commission, for the purpose hereof, the Highway Department of the State of Oregon, constituting hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of October, 1951, a program, which was approved on the 28th day of December, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirty thousand and 00/100 dollars ($130,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 67+31.01 in the NE 1/4, Section 12, T. 7 S., R. 3 W., W.M., and survey station 237+04.5 in the SE 1/4, Section 25, T. 7 S., R. 3 W., W.M., except stations 104+69.69 to 106+13.69, 156+97.01 to 158+41.01, and 170+63.09 to 172+07.09, length 3.148 miles, in Marion County, being Oregon Federal Aid project No. FI-324(1), consisting of 3.148 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirty thousand and 00/100 dollars ($130,000.00), which does not exceed the authorized Federal pro rata share of two hundred nine thousand, four hundred eighty-one and 25/100 dollars ($209,481.25), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest:

/s/ H. B. Glaisyer
Secretary

By /s/ Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

Recommended For Approval:

/s/ R. H. Baldock
State Highway Engineer

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11279-2

RECEIVED OCT 6 1952 OREGON DISTRICT

Oregon State Highway Department

Federal Aid Project
No. FI-324 (1)

HAYESVILLE SCHOOL-STATE STREET SECTION OF THE PACIFIC HIGHWAY EAST (SALEM BY-PASS) IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 25, 1952

Type Code 0010
Roadway (Sta. 67+31.01 to 237+84.5)

All Required	Clearing and Grubbing		
840 cu. yds.	Structural Excavation, Unclassified		$ 6,000.00
329,000 cu. yds.	General Excavation, Unclassified	$ 2.50	2,100.00
1,450,000 yd. sta.	Short Overhaul	0.25	82,250.00
32,000 C-yd. sta.	Long Overhaul	0.01	14,500.00
All Required	Finishing Roadbed and Slopes	0.50	16,000.00
1,500 lin. ft.	Rounding Cutbanks		1,800.00
1,000 lin. ft.	6-inch Sewer Pipe	0.15	225.00
900 lin. ft.	12-inch Concrete Pipe	1.00	1,000.00
1,370 lin. ft.	18-inch Concrete Pipe	1.50	1,350.00
150 lin. ft.	24-inch Concrete Pipe	3.00	4,110.00
100 lin. ft.	48-inch Concrete Pipe	4.25	637.50
70 lin. ft.	66-inch Corrugated Metal Pipe	12.40	1,240.00
160 lin. ft.	90-inch Sectional Plate Culvert	31.00	2,170.00
60 lin. ft.	77-inch Sectional Plate Arch Type Culvert	50.00	8,000.00
200 lin. ft.	58-inch Arch Type Corrugated Metal Pipe	40.00	2,400.00
130 lin. ft.	72-inch Arch Type Corrugated Metal Pipe	16.00	3,200.00
1 only	Concrete Catch Basin	27.00	3,510.00
80 cu. yds.	Grouted Cement Rubble Masonry	75.00	75.00
13,700 cu. yds.	3" - 0 Material in Base	50.00	4,000.00
3,600 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.00	13,700.00
1,000 M-gals.	Sprinkling	2.25	8,100.00
All Required	Preparation of Base	2.50	2,500.00
310 cu. yds.	3/4" - 0 Material in Binder Course		540.00
940 cu. yds.	Furnishing and Placing Aggregates	4.00	1,240.00
50 tons	Furnishing and Placing RC-3 Asphalt	4.00	3,760.00
60 tons	Furnishing and Placing 150-200 Asphalt	42.00	2,100.00
36 tons	Furnishing and Placing RS-1 Emulsified Asphalt	40.00	2,400.00
		42.50	1,530.00
	Subtotal		$190,437.50
	10% Engr. & Cont.		19,043.75
	Total		$209,481.25

Length of Roadway	3.148 miles
Length of Structures	0.082 mile
Total Length	3.230 miles
Cost per Mile, Roadway	$66,544.23

Federal Funds- -	$130,000.00
State Funds- -	79,481.25
	$209,481.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maintenance: Chap. 529, laws 1939.

March 11, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover six copies of revised special provision pages numbers 15-R, 15a-R and 19-R for the Hayesville School-State Street Section, Project No. FI-324 (1). Likewise are being sent seven copies of revised plan title sheet.

These documents have been revised to show a source of gravel for use on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JM:cw

Oregon State Highway Department   Federal Aid Project No. FI-324 (1)

HAYESVILLE SCHOOL-STATE STREET SECTION OF THE PACIFIC HIGHWAY EAST (SALEM BY-PASS) IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 25, 1952

Roadway (Sta. 67+31.01 to 237+84.5)
Type Code 0010

All Required		Clearing and Grubbing		$ 10,000.00
840	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,520.00
329,000	cu. yds.	General Excavation, Unclassified	0.30	98,700.00
1,450,000	yd. stas.	Short Overhaul	0.015	21,750.00
32,000	C-yd. stas.	Long Overhaul	0.45	14,400.00
All Required		Finishing Roadbed and Slopes		3,500.00
1,500	lin. ft.	Rounding Cutbanks	0.15	225.00
1,000	lin. ft.	6-inch Sewer Pipe	1.00	1,000.00
900	lin. ft.	12-inch Concrete Pipe	1.50	1,350.00
1,370	lin. ft.	18-inch Concrete Pipe	3.00	4,110.00
150	lin. ft.	24-inch Concrete Pipe	4.00	600.00
100	lin. ft.	48-inch Concrete Pipe	13.00	1,300.00
70	lin. ft.	66-inch Corrugated Metal Pipe	30.00	2,100.00
160	lin. ft.	90-inch Sectional Plate Culvert	50.00	8,000.00
60	lin. ft.	77-inch Sectional Plate Arch Type Culvert	35.00	2,100.00
200	lin. ft.	58-inch Arch Type Corrugated Metal Pipe	20.00	4,000.00
130	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	28.00	3,640.00
1	only	Concrete Catch Basin	125.00	125.00
80	cu. yds.	Grouted Cement Rubble Masonry	35.00	2,800.00
13,700	cu. yds.	3" - 0 Material in Base	1.50	20,550.00
3,600	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	11,700.00
1,000	M-gals.	Sprinkling	3.00	3,000.00
All Required		Preparation of Base		1,200.00
310	cu. yds.	3/4" - 0 Material in Binder Course	4.20	1,302.00
940	cu. yds.	Furnishing and Placing Aggregates	4.50	4,230.00
50	tons	Furnishing and Placing RC-3 Asphalt	45.00	2,250.00
60	tons	Furnishing and Placing 150-200 Asphalt	45.00	2,700.00
36	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	1,620.00
			Subtotal	$230,772.00
			10% Engr. & Cont.	23,077.20
			Total	$253,849.20

Length of Roadway	3.148 miles
Length of Structures	.082 mile
Total Length	3.230 miles
Cost per mile, Roadway	$80,638.24

Federal Funds- -	$157,000.00
State Funds- -	96,849.20
	$253,849.20

HAYESVILLE SCHOOL-STATE STREET SECTION

PROJECT NO. FI-324 (1)

Comparison of Cost for 90" Sectional Plate Culvert and Equivalent Concrete Box Culvert

90" Sectional Plate Culvert

		Estimated cost per lineal foot		$50.00

6' x 7' Concrete Box Culvert

0.690	cu. yds.	Concrete per lineal foot at $60.00	$41.40	
120.5	lbs.	Metal Reinforcement per lineal foot at $0.14	16.87	
		Estimated cost per lineal foot		$58.27

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. O. Folk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

February 18, 1952
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Project
(Previous program)

(Date of approval)

COUNTY Marion

Ninth Supplemental

Route No. FA 46

	ITEM No.	PROJECT No.	TERMINI	Class of Work	PROJECT COST Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	133	FI-324 (1)	Hayesville School to State Street	Survey-Plans					Gr., Dr., 2-lane low type surfacing
				Right-of-Way					
				Construction	345,000	205,000	140,000		
				TOTAL	345,000	205,000	140,000	3.92	
REQUESTED REVISION	133	FI-324 (1)	Hayesville School to S.P.R.R. Overcrossing	Survey-Plans					Gr., and Dr.
				Right-of-Way					
				Construction	300,000	186,000	114,000		
				TOTAL	300,000	186,000	114,000	3.23	

Program Balance of changes is $ ______ funds subsequent to approval of this and previously recommended

Program Revision Request

Date February 18, 1952

By ______
Asst. (State Highway Engineer)

Reason for change: At north end of project, the wye connection to FA Rt. 3 (approx. 0.4 mile) was erroneously included in length of project South end of project shortened approx. 0.3 mile by terminating work at S.P.R.R. O'Xing, this change due to roadway materials between overcrossing and State St. are to be secured from roadway excavation

GWR

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—01030-1

RECEIVED
JUL 31 1952
FOR FILING

July 30, 1952

To Whom It May Concern:-

This is to certify that the Oregon State Highway Commission on April 4, 1952 awarded a contract to Roy L. Houck & Son of Salem, Oregon, to construct a grade on a relocated section of the Pacific Highway East, otherwise known as U. S. Highway Route No. 99E, which section is particularly described as the Hayesville School-State Street Unit of the Salem By-pass Section of said highway, in Marion County, Oregon. This contract bears No. 3680 in the records and files of the State Highway Commission, and is further identified as Federal Aid Project No. FI-324 (1). The work involves the grading of 3.54 miles of main highway and 2.23 miles of frontage roads, totaling about 330,840 cu. yds. of excavation; installation of approximately 250 lin. ft. of sectional plate pipe; 80 cu. yds. cement rubble masonary; 18,850 cu. yds. of crushed rock or gravel; 50 tons RC-3 asphalt; 60 tons 150-200 asphalt; and 36 tons of RS-1 emulsified asphalt.

The Hayesville School-State Street Unit is a link in the Pacific Highway, a very important interstate highway which traverses the States of Washington, Oregon and California, and extends from the Canadian border on the north to the border of Mexico on the south.

Very truly yours

Secretary

OREGON STATE HIGHWAY COMMISSION

CEIVED
1952
FOR FILING

file

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the Oregon State Highway Commission covering the acquisition of real property from Ed A. Randle on the Salem-Hayesville School Section of the Pacific Highway East in Marion County as the same appears in the minutes of May 24, 1951, entered in Volume 36, Part 1 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original minute entry and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission on this 22nd day of July, 1952.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMM.

EXCERPT FROM THE HIGHWAY COMMISSION MEETING MINUTES HELD MAY 24, 1951.

Portland, Oregon
May 24, 1951
Volume 36 Part 1
Page 18022

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
Forrest Cooper, Right of Way Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

* * * * * *

Page 18032

The Commission had under consideration options for acquisition of various parcels of real property that are needed in connection with highway improvements, which were presented by the Right of Way Engineer. As a result of careful study of each item, the Commission authorized the Right of Way Department to close the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

* * * * * *

Page 18096

EXHIBIT "A"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites. or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

Page 2 - - resolution continued.

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

* * * * * *

* * * * * *

* * * * * *

Page 18113

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13878 - Randle, Ed A. (Boone)
Right of Way
Option expires November 7, 1951

3,639 sq. ft. at $0.50 per sq. ft.	$ 1,819.50	
Allowance - Moving and re-establishing service station	13,180.50	
Amount to be paid owner - chrg to Right of Way		$15,000.00

THINGS TO BE DONE BY THE STATE:

Construct approaches, with black top paving or concrete at Stations 26+05 - 24' wide, 27+59 - 48' wide, 28+35.5 - 45' wide and 29+05.5 - 35' wide. (Commercial)

Access controlled.

* * * * * *

3

EIVED
FOR FILING

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the Oregon State Highway Commission covering the acquisition of real property from Ed A. Randle on the Salem-Hayesville School Section of the Pacific Highway East in Marion County as the same appears in the minutes of May 24, 1951, entered in Volume 36, Part 1 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original minute entry and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission on this 22nd day of July, 1952.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMM.

EXCERPT FROM THE HIGHWAY COMMISSION MEETING MINUTES HELD MAY 24, 1951.

Portland, Oregon
May 24, 1951
Volume 36 Part 1
Page 18022

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Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
Forrest Cooper, Right of Way Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

* * * * * *

Page 18032

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* * * * * *

Page 18096

EXHIBIT "A"

Minutes of May 24 and 25, 1951

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WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

* * * * * *

* * * * * *

* * * * * *

Page 18113

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13878 - Randle, Ed A. (Boone)
Right of Way
Option expires November 7, 1951

3,639 sq. ft. at $0.50 per sq. ft.	$ 1,819.50	
Allowance - Moving and re-establishing service station	13,180.50	
Amount to be paid owner - chrg to Right of Way		$15,000.00

THINGS TO BE DONE BY THE STATE:

Construct approaches, with black top paving or concrete at Stations 26+05 - 24' wide, 27+59 - 48' wide, 28+35.5 - 45' wide and 29+05.5 - 35' wide. (Commercial)

Access controlled.

* * * * * *

RECEIVED
APR 25 1952
FOR FILING

April 23, 1952

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, fully executed copy of contract No. 3680, which was awarded to you on April 4, 1952 by the State Highway Commission, for grading on the Hayesville School-State Street Unit of the Salem By-pass Section of the Pacific Highway East in Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
APR 30 1952
FOR FILING

41 (1)

April 22, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 21, 1952 on Contract No. 3680, Hayesville School-State Street Unit, Salem By-Pass Section, in connection with Federal Aid Project No. FI-324 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ew

RECEIVED
FOR FILING

OREGON DISTRICT
71-324(1)

36[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 4, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry has been acquired for project FI-324(1), Hayesville School-State Street Unit of the Salem By-pass Section of the Pacific Highway, we hereby concur as of this date in award of Contract to Roy L. Houck & Son, Salem, Oregon, low bidder in the amount of $190,687.50 at the March 14, 1952 bid opening.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
FOR FILING

FI-324 (1)

680

April 4, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested in the award today of contract for grading and oiling work on the Hayesville School-State Street Unit of the Salem By-pass Section of the Pacific Highway, Project FI-324 (1), to Roy L. Houck & Son of Salem, Oregon, on the basis of the bid of $190,687.50 submitted by them on March 14, 1952.

All rights of entry required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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APR 7 1952
FOR FILING

71-3-24 (1)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1952

SUBJECT: Hayesville-State St. Section
Salem By-Pass

To:

W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

All right of way has been acquired or is under condemnation for the Hayesville-State Street section of the Salem By-Pass, therefore, the contract may be awarded.

Forrest Cooper

FORREST COOPER
Right of Way Engineer

FC:rmw

RECEIVED
APR 4 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1[illegible] 1952
FOR FILING

FI-324(1)

#3680

March 17, 1952

Roy L. Houck & Son
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission has accepted the bid in the amount of $190,687.50 for the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East in Marion County submitted by you on March 14, 1952. Yours was the low bid received for this project and the Commission has awarded the contract to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters.

The Engineer was authorized and instructed to prepare contract forms for execution by you when such concurrence has been received from the Bureau of Public Roads and the right of way matters have been clarified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - H. G. Smith
W. M. Franzus
S. H. Probert

RECEIVED
MAR 7 1952
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

FI 324(1)

#3610

(FI-324(1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. & E. documents for Oregon Project FI-324(1), Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Yours very truly,

C G Polk
C. G. Polk
District Engineer

File

RECEIVED
MAR 7 1952
FOR FILING
OREGON DISTRICT

FI-324(1)

#[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FI-324(1)
Hayesville School-State St.
Unit, Salem By-Pass Section
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

Copy made
for Mr. Parsons

RECEIVED
FOR FILING
71-324(1)
OREGON DISTRICT
#3680

F71-324(2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-324(2), Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Please forward copies of the railroad agreement as soon as they are available.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

File

RECEIVED
FOR FILING

OREGON DISTRICT F1-324(1)

#261d

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 17, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-324(2)
Hayesville School - State Street
Unit, Salem By-Pass Section,
Pacific Highway East - Letter
of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

W. C. WILL

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FOR FILING
FI 324(2)
OREGON DISTRICT

#610

BFI [illegible] 4(2))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 16, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-324(2), Hayesville School-State Street (Structures) Section (Salem By-Pass), Pacific Highway East, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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FORM E-30 25M 8-50 40300

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[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1952

SUBJECT: Road Closure Agreement, etc. With Marion County.

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith you will find the original and six copies of the proposed agreement by and between the State and Marion County relative to road closures, etc., upon the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East.

Yours very truly,
C. W. ENFIELD, Chief Counsel
By Thomas J Reeder
THOMAS J. REEDER

TJR:am
Encls.

J. 'Ottie' took agreement to County for signature

RECEIVED
1951
FOR FILING

71-3344[illegible]

5610

Salem, Oregon
December 14, 1951

Mr. C. W. Enfield
Chief Counsel

It is requested that an agreement be prepared for execution by the State Highway Commission and the Marion County Court covering the following points:

GENERAL

The State Highway Commission plans to construct the Hayesville School-State Street Unit, Salem By-Pass Section, of the Pacific Highway East (U. S. 99E). This section is to be constructed as a throughway. It extends from a point on the present route of the Pacific Highway East north of Salem and near the intersection of Ward Drive (Claxter County Road) southerly to an intersection with the Silver Creek Falls State Secondary Highway (State Street) approximately 0.34 mile west of Four Corners.

THINGS TO BE DONE BY THE STATE

1. Purchase required R/W, prepare plans, contract and supervise the construction of the Hayesville School-State Street Unit, Salem By-Pass Section of the Pacific Highway East.

2. Construct and maintain as parallel service roads a road along the west side of and generally paralleling the proposed By-Pass Route from the present Pacific Highway East to Hollywood Avenue and from the Silverton Road to Sunnyview Avenue. These roads are shown colored in yellow on the map exhibit.

3. Construct and maintain service connection roads at the intersection of the Garden Road and the proposed Salem By-Pass Route. These connection roads are shown colored in yellow and blue on the map exhibit.

4. Construct that portion of Rose Avenue, a dedicated street, from "D" Street to Center Street to a standard equal to the minimum standards for improvement of dedicated streets as presently prescribed by the Marion County Court through its Road Department. This section of

dedicated street is shown colored in green on the attached map exhibit.

5. Construct Thorndale Circle, a dedicated street, to a standard equal to the minimum standards for improvement of dedicated streets as presently prescribed by the Marion County Court through its Road Department. Thorndale Circle is shown colored in orange on the attached map exhibit.

6. Purchase a R/W 60' in width on a section of road extending from the north end of Thorndale Circle northerly to Center Street and a section of road extending from the south end of Thorndale Circle southerly to Monroe Avenue and construct said sections to a standard equal to the minimum standards for improvement of dedicated streets as presently prescribed by the Marion County Court through its Road Department. These sections of road are shown colored in brown on the map exhibit.

After completion of the Hayesville School-State Street Unit of the Salem By-Pass Section and the above two sections of road, deed the R/W acquired for these two sections of road to Marion County.

THINGS TO BE DONE BY THE COUNTY

1. By execution of this agreement officially approve, in accordance with Sec. 100-1a19, O.C.L.A., the closure of, the provision for carrying over or under of, and the provision for connecting by means of a service or utility road of the following County Roads and Dedicated Streets at their intersection with the proposed Salem By-Pass Throughway Route, it being clearly understood by both County and State that all R/W and construction costs necessary to effect the proposed method of handling the intersections will be paid entirely by State.

Road or Street	Status	Method of Handling Intersection
Ward Drive (Claxter Road)	County Road	Connected with throughway by means of traffic interchange.
Hollywood Avenue	County Road	Closed at east and west R/W line. No connection to throughway.
Silverton Road	County Road	County Road under throughway. No connection to throughway.
Sunnyview Avenue	County Road	County Road under throughway. No connection to throughway.
Garden Road	County Road	County Road under throughway. Connection to throughway by means of service roads extending south from

Road or Street	Status	Method of Handling Intersection
		Garden Road on both east and west sides of intersection.
"F" Street	Dedicated Street	Closed at east and west R/W lines. No connection to throughway.
"D" Street	County Road	County Road over throughway. No connection to throughway.
Center Street	County Road	County Road over throughway. No connection to throughway.
Midway Road	Dedicated Street	Closed at east and west R/W lines. No connection to throughway.
Bell Road	Dedicated Street	Closed at east and west R/W lines. No connection to throughway.
Osborn Avenue	Dedicated Street	Closed at east and west R/W lines. No connection to throughway.
Thorndale Road	Dedicated Street	Closed at east and west R/W lines. No connection to throughway.
Monroe Avenue	Dedicated Street	Closed at east and west R/W lines. No connection to throughway.

The point of closure for all roads or streets indicated to be closed at the east and west R/W lines is shown by means of a red line on the map exhibit.

2. Execute the necessary instruments to effect the transfer of all County rights of title to and control and jurisdiction over that portion of Rose Avenue, a dedicated street, shown colored in blue on the map exhibit.

3. Upon completion of the Hayesville School-State Street Unit, Salem By-Pass Section, and the construction by the State of a portion of Rose Avenue (colored in green on map exhibit) and of Thorndale Circle (colored in orange on map exhibit) as described under Items 4 and 5 under THINGS TO BE DONE BY THE STATE, take the proper action to legally establish these sections of dedicated streets as County Roads.

4. Upon completion of the Hayesville School-State Street Unit, Salem By-Pass Section, and Item 5 under THINGS TO BE DONE BY THE STATE, accept and legally establish the sections of road described (colored in brown on the map exhibit) as County Roads.

The above points have all been discussed with the Marion

County Court and the members have expressed their willingness to proceed accordingly. In order to clear this project while all parties are in agreement, your immediate attention to this matter will be appreciated.

The County will expect the State to furnish the necessary legal instrument to effect the completion of Item 2 under THINGS TO BE DONE BY THE COUNTY. If the Right of Way Department is unable to furnish a description or map as may be required of the section of Rose Avenue involved, it is suggested you contact Mr. Booth of the Construction Department for same.

Only one copy of the map exhibit is enclosed; however, others will be prepared for attachment to all copies of the agreement. Seven copies, in addition to any the Legal Department may wish for its files, are required.

W. C. Williams
Assistant State Highway Engineer

JFH:MM
Encl.

cc: J. W. Cattrall
E. M. Booth

FORM E-90 25M 8-51 47190

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter to the Legal Department requesting preparation of an agreement for execution by Marion County and the State Highway Commission in connection with the Hayesville School-State Street Unit of the Salem By-Pass Section.

Mr. Booth was consulted in working out the points covered in the letter and a preliminary discussion with the Marion County Court was held. The County Court has indicated its willingness to sign an agreement covering the points itemized in the attached letter.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Field Engineer

NOTED
W. C. WILLIAMS

JFH:MM
Att.

128-1014 West Cottonwood Grade Sec. 1952
of the Wasco-Heppner Secondary Hwy.
#3631 about 13 miles east of Wasco.

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 20, 1953

128-1014

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3681	5-final	E. H. ITSCHNER CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4638	R-62525	$1,861.46	March 20, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: Extended to Oct. 31, 1952 without penalty

Completion Date: Oct. 20, 1952

Date Accepted: April 8, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-10-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

By Floyd Query
Acting Secretary

Warrant Mailed: A. A. Wiklander

NOTED ON CARD
4-[illegible]

RECEIVED
MAR 6 1953
FOR FILING

135- 14

March 4, 1953

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3681 for work performed on the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County was completed by the contractor E. H. Itschner Co. on October 20, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,861.46 will be released to the contractor after acceptance by the Commission. The total contract amount is $61,955.55, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]

cc - Great American Indemnity Co.
1 Liberty Street
New York 5, N.Y.

NOTED ON CARD

3-4-53

RECEIVED
NOV 1952
FOR FILING

[illegible]

[illegible]

November 26, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. in connection with contract No. 3681, covering the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County.

This payment, in the amount of $21,108.39, will be released to the contractor on or after December 5, 1952. The retained percentage is $1,858.58.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

11-26-52, g

Form E-1—10M—11-51

127-1014

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 8, 1952

Section West Cottonwood Grade

Kind of work Grading and Surfacing

Highway Wasco-Heppner Secondary

Section prefix 128-1014

Contractor E. H. Itschner Co.

Contract number 3681

Date of contract April 4, 1952

Date of completion September 30, 1952

Date work started March 31, 1952

Estimated date of completion October 20, 1952

Amount of contract $62,121.65

Per cent of time elapsed 111.2 %

Estimated cost of completed project, exclusive of engineering $61,952.67

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 5,845.77, 9.4 %

Date project was completed October 20, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed October 20, 1952.

Semi-final estimate mailed to the Division Office Thursday, November 6, 1952.

Contractor plans to leave crushing plant on the site to repair and overhaul equipment until they get another job.

RECEIVED
NOV 10 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
K. D. LYTLE

Signed H. Reid Merritt

Address P. O. Box 420 The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.97	5.46			
Miles partially completed					
Miles completed	1.97	5.46			
Total estimated quantities	35,579.3 Cu. Yd.	11,004 Cu. Yd.			
Estimated quantities moved or placed to date	35,579.3 Cu. Yd.	11,004 Cu. Yd.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

State Printing 53362

RECEIVED
NOV [illegible] 1952
FOR FILING

148-1-19

3681

November 6, 1952

Mr. E. H. Itschner Co.
Molalla
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 30 days, from September 30 to October 31, 1952, within which to complete your contract No. 3681 covering the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

[illegible]. Reid Merritt,
Resident Engineer

H. O. Smith,
Construction Engineer

NOTED ON CARD
11-6-52 g

RECEIVED
SEP 30 1952
FOR FILING

September 29, 1952

Request for extension of time
No. 1
October 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from E. W. Itschner Co. for an extension of time on Contract No. 3691, West Cottonwood Grade Section of the Wasco-Heppner Highway, from September 30, 1952 to October 31, 1952.

At the time the contractor bid this project he was involved in crushing rock at Blue River on the McKenzie Highway, and, because of a special request made by the property owners in the vicinity with regards to blasting, et cetera, the contractor was held over on that project longer than he normally would have been. This delayed him in moving in on the West Cottonwood Grade Section approximately 30 days.

Since he was delayed at Blue River through no fault of his own, it would be my recommendation that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

RECEIVED
MAY 15 1952
FOR FILING

[illegible]

[illegible]

May 14, 1952

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3655, for the Sisters Rock Production Project on the McKenzie, Santiam and Mckenzie-Bend Highways in Deschutes and Jefferson Counties, awarded March 13, 1952.

Contract No. 3681, for grading and surfacing on the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County, awarded April 4, 1952.

These copies are for your records and files.

We are also mailing a fully executed copy of each of the two above contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded 5/14, gl

RECEIVED
MAY [illegible] 1952
FOR FILING

FORM E-30

Indexed
Alphabetically
Burres, Mr.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1952

SUBJECT:

To:
Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Sir:

On March 5th, you requested the Resident Engineer on the West Cottonwood Canyon Project to contact Mr. Burres with regards to setting stakes for the moving of his fence.

Mr. Hodge has made several attemps to contact Mr. Burres, but has been unable to do so. However, he reports that the fence is now all completed on the right of way line, and apparently nothing further need be done in regards to the matter.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

RECEIVED
MAY 13 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
FORM E-20X 25M 11-50 44702

Indexed
Alphabetically

Burres, Mr.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1952

SUBJECT:

To: Mr. W. E. Chandler
Division Engineer
State Highway Dept.
1290 Wall St.
Bend, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith copy of a letter from Mr. Williams pertaining to request of Mr. Burres for information regarding fence which is to be built or moved through his property on the Cottonwood Canyon Section.

Will you please arrange to have the Resident Engineer contact Mr. Burres in the immediate future and provide him with the information which he desires.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Enc.

cc W. C. Williams
W. Reid Meritt

ECEIVED
MAR 1 [illegible]
FOR FILING

Salem, Oregon
March 5, 1952

Mr. H. G. Smith

Mr. Burres, from Cottonwood Canyon, was in the office the other day and stated that he did not quite understand the manner of staking the fences that he is to either move or build through his property. He told me that he saw stakes where the new fence was to be placed but did not see any stakes indicating where the present fence was to be moved. He says that there are about four miles of fence to be moved on his property.

Please arrange for the Resident Engineer or someone familiar with the West Cottonwood project to contact Mr. Burres and get him straightened out on his fencing matters.

W. C. Williams

WCW:me

CEIVED
FOR FILING
FORM E-30 25M 1-52 55419

3-11

3285

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10th, 1952

OTED
FORREST COOPER

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

RECEIVED
APR 10 1952
LEGA

Dear Sir:

In regard to Assignment #3285, the division engineer has arranged for the fence to be constructed by state forces, and I believe he has obtained a permit of entry from Mr. Nichols' attorney so as not to delay the contractor. If he has not obtained the permit of entry, he understands he is not to enter upon the property until he does so or until the fence is built.

Very truly yours,

H. G. Smith R.
H. G. Smith
Construction Engineer

HGS:AR

W. C. WILL

RECEIVED
APR 10 1952
OFFICE OF
ENGINEER

ASSIGNMENT

No. 32
By

April 4, 1952

escription: Forrest Cooper's letter of April 3 stating West Cottonwood Canyon job may be contracted, also re R/W fence

Acknowledged by _____ Referred to Smith __________

Investigate and report with recommendation
xxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply ____ signature
Please prepare for ______________________________

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ______ Report received ________

Remarks:

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 3, 1952
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The West Cottonwood Canyon Section in Sherman County may now be contracted as all of the right of way has been acquired or placed under condemnation. As we are condemning the Nichols tract, it will be necessary for the right of way fence to be constructed by State forces. This work should be done prior to entry by the contractor to avoid complications in the suit.

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:jb

RECEIVED
APR 4 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1[illegible] 1952
FOR FILING

March 17, 1952

E. H. Rechner Co.
Molalla, Oregon

Gentlemen:

The State Highway Commission has accepted the bid in the amount of $62,124.65 for grading and rock surfacing of the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County, submitted by you on March 13, 1952. Yours was the low bid received for this project and the Commission has awarded the contract to you subject to clearance of right of way matters.

The Engineer was authorized and instructed to prepare contract forms for execution by you when such right of way matters have been clarified.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mke

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

March 17, 1952

R. H. Hechner Co.
Molalla, Oregon

Gentlemen:

The State Highway Commission has accepted the bid in the amount of $62,124.65 for grading and rock surfacing of the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway in Sherman County, submitted by you on March 13, 1952. Yours was the low bid received for this project and the Commission has awarded the contract to you subject to clearance of right of way matters.

The Engineer was authorized and instructed to prepare contract forms for execution by you when such right of way matters have been clarified.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

S-237(3) Eagle Cr. Sec., Clackamas 1952
Hwy.
#3682

RECEIVED
FOR FILING

[illegible]
[illegible]
[illegible]

October 2, 1953

Continental Casualty Company
152 Denny Way
Seattle 9, Washington

Attention: Mr. Warner M. Bruce

Gentlemen:

Our records show that there was a force account amount of $4,307.52 included in the final contract price of $119,588.33 on Inland Construction Company's Contract No. 3682 for work on the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County.

This is in reply to your letter of October 1 concerning this contract and your Bond No. 921411.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

OY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

L. G. GREWE, RESIDENT VICE PRESIDENT
B. F. HARRIS, ASSISTANT MANAGER

NORTHWEST BRANCH OFFICE
152 DENNY WAY
SEATTLE 9, WASHINGTON
TELEPHONE MAIN 7410

WARNER M. BRUCE, MANAGER
SURETY DEPARTMENT

October 1, 1953

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Bond #921411 - Inland Construction Co. to Oregon State Highway Commission. Eagle Creek Section of Clackamas Hwy.

We have status report of your department, dated April 7th, to the effect that the final contract price was $119,588.33. We are advised by our principal that $4,307.52 of that amount was a force account item which did not involve the performance bond. Will you kindly advise us whether or not that is correct? It has a bearing upon adjustment of premium.

Thanking you for your assistance, I remain

Yours very truly,

Warner M. Bruce

Manager Surety Department

WMB:gp

RECEIVED
OCT 2 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 7 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) April 3, 1953

(CONTRACT NO.) S-237(3) S-374([illegible]) 3682

(EST. NO.) 8 & 9 -final

(CONTRACTOR) INLAND CONSTRUCTION CO.

(VOUCHER NO.) 5817

(WARRANT NO.) B-63408

(AMOUNT) $ 3,534.06

(DATE) 4/3/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: Extended to Oct. 15, 1952

Completion Date: Oct. 15, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-6-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
Acting Secretary

Warrant Mailed:

A. A. Wicklander

NOTED ON CARD
4-7-53

[illegible]
FOR FILING

S-237(3)
S-74(3)
3[illegible]

March 12, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3682 for work performed on the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County was completed by the contractor, Inland Construction Co., on October 15, 1952 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $3,534.06 will be released to the contractor on or after March 23, 1953. The total contract amount is $119,588.33, of which amount $4,307.52 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

3-1 [illegible]

RECEIVED
FEB 27 1953
FOR FILING

[illegible]
[illegible]
[illegible]

February 26, 1953

Soule' Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Attention: Mr. W. T. Brownridge

Gentlemen:

Your letters of February 17 and 18 have been received concerning Contract No. 3747 to H. J. and H. W. Miller for the Lostine River Bridge and Contract No. 3682 awarded to Inland Construction Company for work on the Eagle Creek Bridge.

We have made inquiry to the Bridge Department and they advise us that on Contract No.3747 the work is about 2/3 completed and there are no final figures on the amounts of reinforcing steel used. It is anticipated that the contract will be completed by June 30, 1953.

On Contract No. 3682 the Bridge Department has provided us with the following final quantities: Reinforcing steel - 72,322 pounds; Type S-83 deck drains - 204 pounds; and Galvanized angle handrail - 6,986 pounds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible] ayd — Can't remember
[illegible] the [illegible] or not this
[illegible] don't [illegible] or [illegible]
anyway — do y'all want
[illegible] to be sent?

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

N FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

FEBRUARY 18, 1953

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

SUBJECT: STATE CONTRACT #3682
EAGLE CREEK BRIDGE
INLAND CONSTRUCTION CO.

MR 72322
LS 5986
C/B 204
78512

ATTN: MR. H. B. GLAISYER

DEAR MR. GLAISYER:

WE ARE ANXIOUS TO ARRIVE AT A FINAL SETTLEMENT WITH THE ABOVE CONTRACTOR AT THE EARLIEST POSSIBLE DATE AND WE WOULD APPRECIATE YOUR OFFICE FURNISHING US WITH THE FINAL ESTIMATE FIGURE FOR:

Finals ✓

A. REINFORCING STEEL 72322#
B. TYPE S-83 DECK DRAINS 204#
C. GALVANIZED ANGLE HANDRAIL 5986#

THANK YOU VERY MUCH FOR YOUR COOPERATION IN THIS MATTER.

YOURS VERY TRULY,

SOULE' STEEL COMPANY

W T Brownridge
W. T. BROWNRIDGE

WTB/DC

RECEIVED
FEB 19 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 20 1953
OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE ALL SALES CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL

Form E-1

S-237(3)
-171(3)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1952, 19

Section Clackamas - Eagle Creek

Kind of work Bridge, grading, paving

Highway Clackamas

Section prefix 103-1035

Contractor Inland Construction Co.

Contract number #3682

Date of contract April 14, 1952, 19

Date of completion October 15, 1952, 19

Date work started April 1, 1952, 19

Estimated date of completion October 15, 1952, 19

Amount of contract $120,640.50

Per cent of time elapsed 100 + % %

Estimated cost of completed project, exclusive of engineering $121,657.17

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $10,950, %

Date project was completed October 15, 1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Semi Final Estimate with all supporting data sent to the division office on Wednesday December 17, 1952.

NOTED
M. G. SMITH

RECEIVED
DEC 22 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Willard J. [illegible]

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.89	0.89			0.89
Miles partially completed					
Miles completed	0.89	0.89			0.89
Total ~~Estimated~~ quantities	89,032 cy	3338 cy			2603 tons
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

R

RECEIVED
NOV [illegible]
FOR FILING

S-[illegible]
S-[illegible]

November 21, 1952

Continental Casualty Company
310 S. Michigan Avenue
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Inland Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 3682, covering the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County.

This payment, in the amount of $8,325.17, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,589.31. The present payment will be released to the contractor on or after December 1, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 21 1952
FOR FILING

S-237(3)
S-274(3)
3682

October 16, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 15, 1952 on Contract No. 3682, Eagle Creek Section, in connection with Federal Aid Project No. S-237 (3), S-274 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:mlr

cc: John Cattrall

RECEIVED
OCT 8 - 1952
FOR FILING

October 7, 1952

Inland Construction Co.
6202 Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 45 days, from August 31 to October 15,1952, within which to complete your contract No. 3682 for grading, paving and bridge on the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. O. Skelton,
Division Engineer

Willard Scofield,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

August 28, 1952

Request for extension of time
No. 6
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Inland Construction Company for an extension of time on Contract No. 3682, Eagle Creek Section of the Clackamas Secondary Highway, from August 31, 1952 to October 15, 1952.

The contractor was delayed due to a flash flood in Eagle Creek which washed out his falsework. Also, because of the extensive steel strike, delivery of steel for the bridge was delayed to a certain extent.

The overrun in time cannot be classed as the contractor's fault, and I therefore recommend that the extension be granted without penalty. Mr. [illegible] C. Polk of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

RECEIVED
AUG 25 1952
FOR FILING

August 22, 1952

Mr. C. C. Pelk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3[illegible], Eagle Creek Section of the Clackamas Secondary Highway, Ore. S-237 (3) and S-274 (3), from August 31st, 1952 to October 15th, 1952, to the Inland Construction Company, Contractor.

The contractor was delayed due to a flash flood which came down Eagle Creek and washed out his falsework. Also, because of an extensive steel strike, the delivery of steel for the bridge was delayed.

The overrun in time cannot be classed as the contractor's fault, and I would therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

Form PR 2 (Revised 1946)

State Oregon
Project No. S-237(3)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

[illegible]
[illegible]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of August, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of November, 1951, a program, which was approved on the 15th day of January, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of six thousand and 00/100 dollars ($6,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ....

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 997+59 in the SW 1/4, Section 32, T-2-S, R-4-E, W.M., and survey station 1009+73 in the NW 1/4, Section 5, T-3-S, R-4-E, W.M., without exception**

............................, length **0.230** miles, in **Clackamas** County, being **Oregon Federal Aid/Secondary** project No. **S-237(3)**, consisting of **0.230** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secondary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six thousand and 00/100 dollars ($6,000.00), which does not exceed the authorized Federal pro rata share of eleven thousand one hundred ninety and 02/100 dollars ($11,190.02), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 10—11870-8

EAGLE CREEK SECTION

PROJECTS NOS. 237 (3) AND 274 (3)

While negotiations for rights of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 15 days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

May 29, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Eagle Creek Section, Project No. S-237 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant Highway Engineer

JWN/sc

Oregon State Highway Department

Federal Aid Secondary
Project No. S-237 (3)

EAGLE CREEK SECTION OF THE
CLACKAMAS SECONDARY HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement, based on low bid prices.)

Salem, Oregon, April 23, 1952

Type Code 6201
Roadway (Sta. 997+59 to 1009+73)

All Required		Clearing and Grubbing (25%)		$ 1,375.00
5	cu. yds.	Structural Excavation, Unclassified	$ 3.00	15.00
2,700	cu. yds.	General Excavation, Unclassified	.29	783.00
2,000	yd. stas.	Short Overhaul	.015	30.00
0.23	mile	Finishing Roadbed and Slopes	1,000.00	230.00
200	lin. ft.	Rounding Cutbanks	.20	40.00
50	lin. ft.	12-inch Concrete Pipe	2.00	100.00
640	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.10	1,984.00
40	M-gals.	Sprinkling	3.00	120.00
0.23	mile	Preparation of Base	300.00	69.00
40	cu. yds.	3/4" - 0 Material in Binder Course	4.20	168.00
6	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	300.00
550	tons	Class "B" Asphaltic Concrete	8.60	4,730.00
3	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	150.00
15	cu. yds.	Aggregate in Seal Coat	5.25	78.75
			Subtotal	$10,172.75
			10% Engr. & Cont.	1,017.27
			Total	$11,190.02

Length of Roadway 0.230 mile
Cost per mile $48,652.30

Federal Funds- -	$ 6,000.00
State Funds- -	5,190.02
	$11,190.02

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, Laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-237 (3)

EAGLE CREEK SECTION OF THE CLACKAMAS

SECONDARY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 19, 1952

Type Code 6201
Roadway (Sta. 997+59 to 1009+73)

All Required		Clearing and Grubbing (25%)		$ 2,500.00
5	cu. yds.	Structural Excavation, Unclassified	$ 5.00	25.00
2,700	cu. yds.	General Excavation, Unclassified	0.70	1,890.00
2,000	yd. stas.	Short Overhaul	0.02	40.00
0.23	mile	Finishing Roadbed and Slopes	1,000.00	230.00
200	lin. ft.	Rounding Cutbanks	0.20	40.00
50	lin. ft.	12-inch Concrete Pipe	2.50	125.00
640	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	1,760.00
40	M-gals.	Sprinkling	3.00	120.00
0.23	mile	Preparation of Base	200.00	46.00
40	cu. yds.	3/4" - 0 Material in Binder Course	3.50	140.00
6	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	45.00	270.00
550	tons	Class "B" Asphaltic Concrete	10.00	5,500.00
3	tons	RS-1 Emulsified ~~Asphaltic Concrete~~	50.00	150.00
15	cu. yds.	Aggregate in Seal Coat	4.00	60.00

Asphalt in Seal Coat

Subtotal	$12,896.00
10% Engr. & Cont.	1,289.60
Total	$14,185.60

Length of Roadway	0.230 mile
Cost per mile	$61,676.52

Federal Funds- -	$ 8,800.00
State Funds- -	5,385.60
	$14,185.60

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Secondary Project No. S-274(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of August, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of November, 1951, a program, which was approved on the 15th day of January, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-one thousand and 00/100 dollars ($71,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______________________________ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 1009+84.9 in the NW 1/4, Section 5, T. 3 S., R. 4 E., W.M., and survey station 1055+00 in the SW 1/4, Section 5, T. 3 S., R. 4 E., W.M., without exception,** length **0.690** miles, in **Clackamas** County, being **Oregon Federal Aid / Secondary** project No. **S-274(3)**, consisting of **0.660** miles of roadway and **one** bridgexxxxxh of more than 20 feet clear span, **0.030** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secondary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-one thousand and 00/100 dollars ($71,000.00), which does not exceed the authorized Federal pro rata share of one hundred fifteen thousand, two hundred twenty-four and 17/100 dollars ($115,224.17), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
AUG 7 1952
DIVISION 8

OREGON DISTRICT
AUG 5 1952
RECEIVED

Oregon State Highway Department

Federal Aid Secondary
Project No. S-274 (3)

EAGLE CREEK SECTION OF THE

CLACKAMAS SECONDARY HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 23, 1952

Type Code 6201
Roadway (Sta. 1009+84.9 to 1055+00)

All Required		Clearing and Grubbing (75%)		$ 4,125.00
85	cu. yds.	Structural Excavation, Unclassified	$ 3.00	255.00
100,300	cu. yds.	General Excavation, Unclassified	.29	29,087.00
188,000	yd. stas.	Short Overhaul	.015	2,820.00
470	C-yd. stas.	Long Overhaul	.60	282.00
0.66	mile	Finishing Roadbed and Slopes	1,000.00	660.00
3,800	lin. ft.	Rounding Cutbanks	.20	760.00
30	lin. ft.	24-inch Corrugated Metal Pipe	8.00	240.00
120	lin. ft.	12-inch Concrete Pipe	2.00	240.00
390	lin. ft.	18-inch Concrete Pipe	3.00	1,170.00
3,000	lin. ft.	Metal Guard Rail	3.20	9,600.00
1,840	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.10	5,704.00
100	M-gals.	Sprinkling	3.00	300.00
0.66	mile	Preparation of Base	300.00	198.00
120	cu. yds.	3/4" - 0 Material in Binder Course	4.20	504.00
120	cu. yds.	Furnishing and Placing Aggregates	5.30	636.00
20	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,000.00
12	tons	Furnishing and Placing 150-200 Asphalt	50.00	600.00
1,600	tons	Class "B" Asphaltic Concrete	8.60	13,760.00
7	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	350.00
45	cu. yds.	Aggregate in Seal Coat	5.25	236.25
			Subtotal	$72,527.25
			10% Engr. & Cont.	7,252.72
			Total	$79,779.97

Type Code X021
Bridge (Sta. 1024+40 to 1025+96)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
130	cu. yds.	Excavation for Structure	$ 10.00	1,300.00

10 cu. yds.	Excavation below Elevation shown	$ 20.00	$ 200.00
306 cu. yds.	Class "A" Concrete	67.00	20,502.00
76,000 lbs.	Metal Reinforcement	.095	7,220.00
		Subtotal	$32,222.00
		10% Engr. & Cont.	3,222.20
		Total	$35,444.20

Length of Roadway	0.660 mile
Length of Bridge	0.030 mile
Total Length	0.690 mile
Cost per mile, Roadway	$120,878.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 79,779.97	$49,160.00	$30,619.97
Bridge	35,444.20	21,840.00	13,604.20
	$115,224.17	$71,000.00	$44,224.17

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-274 (3)

EAGLE CREEK SECTION OF THE CLACKAMAS SECONDARY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 19, 1952

Type Code 6201
Roadway (Sta. 1009+84.9 to 1055+00)

All Required		Clearing and Grubbing (75%)		$ 7,500.00
85	cu. yds.	Structural Excavation, Unclassified	5.00	425.00
100,300	cu. yds.	General Excavation, Unclassified	0.70	70,210.00
188,000	yd. stas.	Short Overhaul	0.02	3,760.00
470	C-yd. stas.	Long Overhaul	0.50	235.00
0.66	mile	Finishing Roadbed and Slopes	1,000.00	660.00
3,800	lin. ft.	Rounding Cutbanks	0.20	760.00
30	lin. ft.	24-inch Corrugated Metal Pipe	6.00	180.00
120	lin. ft.	12-in[illegible] Concrete Pipe	2.50	300.00
390	lin. ft.	18-inch Concrete Pipe	3.50	1,365.00
3,000	lin. ft.	Metal Guard Rail	3.50	10,500.00
1,840	cu. yds.	3/4" - 0 Material in Leveling Course and Should[illegible]	2.75	5,060.00
100	M-gals.	Sprinkling	3.00	300.00
0.66	mile	Preparation of Base	200.00	132.00
120	cu. yds.	3/4" - 0 Material in Binder Course	3.50	420.00
120	cu. yds.	Furnish and Placing Aggregates	4.00	480.00
20	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	45.00	900.00
12	tons	Furnishing and Placing 150-200 Asphalt	50.00	600.00
1,600	tons	Class "B" Asphaltic Concrete	10.00	16,000.00
7	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	350.00
45	cu. yds.	Aggregate in Seal Coat	4.00	180.00
			Subtotal	$120,317.00
			10% Engr. & Cont.	12,031.70
			Total	$132,348.70

Type Code X021
Bridge (Sta. 1024+40 to 1025+96)

All Required	Shoring, Cribbing, Etc.	$ 5,000.00

130	cu. yds.	Excavation for Structure	$10.00	$ 1,300.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
306	cu. yds.	Class "A" Concrete	65.00	19,890.00
76,000	lbs.	Metal Reinforcement	0.12	9,120.00
			Subtotal	$ 35,410.00
			10% Engr. & Cont.	3,541.00
			Total	$ 38,951.00

Length of Roadway	0.660 mile
Length of Bridge	0.030 mile
Total Length	0.690 mile
Cost per mile, Roadway	$200,528.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$132,348.70	$ 81,125.00	$51,223.70
Bridge	38,951.00	23,875.00	15,076.00
	$171,299.70	$105,000.00	$66,299.70

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

February 18, 1952
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

NTY Clackamas

Tenth Supplemental

Route No. FAS 140

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	159	S-274 (3)	FAS 141 to 3.3 miles North of Estacada	Survey-Plans					Gr., Dr., Bridge 2-lane high type pavement
				Right-of-Way					
				Construction	140,000	86,000	54,000		
				Total	140,000	86,000	54,000	0.60	
UESTED Revision	159	S-274 (3)	FAS 141 to 3.3 miles North of Estacada	Survey-Plans					Gr., Dr., Bridge, 2-lane high type pavement
				Right-of-Way					
				Construction	175,000	105,000	70,000		
				Total	175,000	105,000	70,000	0.66	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date February 18, 1952

By ______
(State Highway Engineer)

ecommended for Approval: ______ (District Engineer) ______ (Date)

Reason for change: This project is a continuation of the work programmed under item No. 158. Later and more complete data developed the programmed cost for each being incorrect, this project being to low and the project under Item 158 being too high.

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1952

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Inland Construction Company and the Cascade Construction Company, covering Items 12 to 21 inclusive, on the Eagle Creek Section of the Clackamas Secondary Highway, Contract No. 3682, Ore. S-237 (3) and S-274 (3), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

RECEIVED
[illegible] 1952
FOR FILING

67

May 8, 1952

Inland Construction Co.
6202 Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3682, which was awarded to you on April 14, 1952 by the State Highway Commission, covering the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 5/8

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APR [illegible] 1952
FOR FILING

3682

April 15, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 1, 1952 on Contract No. 3682, Eagle Creek Section, in connection with Federal Aid Project No. S-237 (3), S-274 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

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FOR FILING

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1952

SUBJECT: Eagle Creek Section
Clackamas Highway

To:

W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAM

This is to advise that the condemnation complaint against Alspaugh has been filed and as far as this department is concerned the contract may be awarded.

FORREST COOPER
Right of Way Engineer

By: R. L. Porter
R. L. Porter
Ass't. Right of Way Engineer

RLP:rmw

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April 14, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested in the award today of contract for grading, paving and bridge construction work on the Eagle Creek Section of the Clackamas Highway in Clackamas County, Projects S-237 (3) and S-274 (3), to the Inland Construction Co. of Milwaukie, Oregon, on the basis of the bid of $120,640.50 submitted by that company on March 14, 1952.

All rights of entry required in connection with this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:cw

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MAR 18 1952
FOR FILING

F-237(3)
F-274(3)
3652

March 17, 1952

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission has accepted the bid in the amount of $120,640.50 for work on the Eagle Creek Section of the Clackamas Highway in Clackamas County submitted by you on March 14, 1952. Yours was the low bid received for this project and the Commission has awarded the contract to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters.

The Engineer was authorized and instructed to prepare contract forms for execution by you when such concurrence has been received from the Bureau of Public Roads and the right of way matters have been clarified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Fransua (S.I.A.C.)

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S-274(3)

March 10, 1952

Mr. C. C. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Enclosed for your approval are five copies of Supplemental Tabulation No. 56 revising FAS Route 140 in Clackamas County. Also enclosed are four copies of sheet 1, general highway map of Clackamas County, upon which the revision is shown in color.

The requested revision results from a line change which will be made in the construction of the Eagle Creek Section, Oregon Project S-274(3).

The total length of FAS 140 will be reduced by 0.17 mile, all on the State Highway System.

County approval of the revision is indicated by the signatures of the Clackamas County Court on all copies of the enclosed map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
cc: J. W. Cattrall
S. H. Probert

FORM E-80 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1952

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed is a suggested letter to the B.P.R. with enclosures requesting approval of a change in the route of FAS 140 in Clackamas County resulting from the construction of the Eagle Creek Section of the Clackamas Highway.

Four copies of the letter of transmittal, five copies of Supplemental Tabulation No. 56, and four copies of the general highway map should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant County and City Relations Engineer

JFH:MM
Encl.

RECEIVED
FOR FILING

OREGON DISTRICT

S-237(3)
S-214(1)
11.2

S-237(3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-237(3), Eagle Creek Section of the Clackamas Secondary Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence of award will be withheld pending notification that all rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

OREGON DISTRICT
S-237(3)
S-274(3)
#3612

S-274(3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-274 (3), Eagle Creek Section of the Clackamas Secondary Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

File

RECEIVED
MAR 7 1952
FOR FILING

OREGON DISTRICT

S 237(1)
S 274(3)
31.2

S-274(3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-274(3)
Eagle Creek Section of the
Clackamas Secondary Highway
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

Copy made for Mr. [illegible]

6-4217 Div. #3-B Reoiling Proj. on 5 19
state hwys. near Myrtle Pt., Coquille,
42633 Bandon/Port Orford/Empire/Powers.

RECEIVED
FOR FILING
[illegible]
[illegible]

4305

ASSIGNMENT

No. 4305
By

Date: **June 19, 1953**

Description: **Confidential Information questionnaires (J. C. Compton Company, McMinnville) covering Contract ~~Mmk~~ No. 3613, Sheridan-Deer Creek, and Contract No. 3683, Division #3-B Re-oiling ~~mR~~ project**

Acknowledged by _____ Referred to ___Smith ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 6-22-53 Report received ________

Remarks: **Please fill in and return.**
WCW

6/22/53 Ready for signature

R. H. Baldock

FOR FILING

March 20th, 1953

FINAL COST ANALYSIS

Coos Bay-Roseburg, Oregon Coast, Reoiling
Cape Arago, Empire-Coos Bay and
Powers Highways

Division No. 3-B Reoiling

Contract #3683

-4217
3 [illegible]

J. C. Compton, Contractor
V. T. Lowery, Resident Engineer

Prefix 6-4217

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	42.83	Mile	$10.95	$50.00	$469.20	$2,141.50
Place Aggregates	7,886	Cu. Yd.	0.85	1.00	6,714.07	7,886.00
Haul "	24,249.5	Yd. Mi.	0.25	0.20	6,060.68	4,849.90
Furnish & Place 150-200 Asphalt	797.26	Ton	39.69	42.00	31,656.77	33,484.92
					$44,900.27	$48,362.32

Gross Revenue	$48,362.32
Total Cost	44,900.27
Net Profit	$ 3,461.60

Net Profit Equals 7.2% of Gross Revenue

Detail of Cost

Labor:			
Labor		$8,970.78	
Supervision		964.40	
Labor Insurance		715.33	
			$10,650.51
Materials:			
150-200 Asphalt	797.26 Ton at $22.00	$17,539.94	
Freight on Asphalt	797.26 " " 8.26	6,587.02	
			24,126.96
Equipment Rental & Miscellaneous:			
Equipment Rental		$5,155.90	
Gas, Oil and Grease		2,770.41	
Stove Oil		152.94	
Bond		297.60	
P.U.C. Fees		111.40	
Home Office & General Overhead		1,410.00	
Small Tools & Misc.		225.00	
			10,123.25
Total Cost			$44,900.72

Breakdown of Aggregate and Oiling Costs

	Amount	Total Cost	Unit Cost
Load Aggregate	7,886 Cu. Yd.	$1,983.27	$0.25
Place "	" " "	4,051.89	0.51
Flag	" " "	678.91	0.09
		$6,714.09	$0.85
Haul Aggregate	24,249.5 Yd. Mi.	$6,060.68	$0.25
150-200 Asphalt	797.27 Ton	$17,539.94	$22.00
Freight on Asphalt	" "	6,587.02	8.26
Heat Asphalt	" "	1,732.62	2.17
Haul "	" "	1,829.47	2.29
Place "	" "	2,082.47	2.61
Flag	" "	678.91	0.85
Prorate on Asphalt	" "	1,206.34	1.51
		$31,656.77	$39.69

Remarks:

This was a "State Project" calling for the construction of 16.43 miles of 0-30 oil mat resurfacing and 26.40 miles of D-0-30 oil mat surfacing. The project was started July 23rd, and completed August 15th, 1952.

Equipment used by the contractor included one 3/4 cubic yard shovel, two #12 graders, one roller, one retort, one distributor, six 5 cubic yard trucks, two transports, one service truck, one pickup and one pilot car.

Progress was very good, and, except for small holdups due to morning fog, there was very little lost time. During the progress of the work the contractor moved his equipment and personnel to Eugene to place the prime coat on the Goshen project. Without this interruption, the project would have been completed in slightly over two weeks. The large area covered by the project necessitated four moves and setups by the contractor. Two of these moves were made on weekends, but two caused a loss of one day each in actual operations.

Good supervision and equipment, good progress and fair bid prices allowed the contractor a profit of 7.2%.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Paulsen

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3683	3-final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18875	B-51471	$ 1,450.87	10/14/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1952

Time Extensions: None

Completion Date: Aug. 18, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-15-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 16 1952
a. a. Wicklander

NOTED ON CARD

RECEIVED
FOR FILING

October 3, 1952

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 3683 for work performed on the Division No. 3-B Reoiling Project on five state highways in Coos and Curry counties was completed by the contractor, J. C. Compton Company, on August 18, 1952, and was formally accepted by the Highway Commission on September 22, 1952.

Final payment in the amount of $1,490.87 will be released to the contractor on or after October 13th. The total contract amount is $48,362.32 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Noted on card
md

RECEIVED
SEP 1 1952
FOR FILING

[illegible]

[illegible]

September 17, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Co. a portion of the funds heretofore retained by the Commission on contract No. 3683, for Division No. 3-B Reoiling Project on five state highways in Coos and Curry Counties.

This payment, in the amount of $8,746.56, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,450.87. The present payment will be released to the contractor on or after September 27, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
9-17-52

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Division 3 B Reoiling Project
For Week Ending August 16, 1952
Highway Five State Highways
Kind of work Oil Mat Wearing Surface
Contractor J. C. Compton Co.
Section prefix 6 - 4217
Date of contract April 21, 1952
Contract number 3683
Date work started July 23, 1952
Date of completion September 15, 1952
Amount of contract $80,461.50
Estimated date of completion August 18, 1952
Per cent of time elapsed 79.80 %
Estimated cost of completed project, exclusive of engineering $84,082.27
Per cent of contract completed, based on total contract price 95 %
Engineering cost to date $2,650, 3.29 %
Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor J. C. Compton Co. Finished Oiling Friday August 15, will maintain with broom a few days.

NOTED
H. G. SMITH

NOTED
RAY WEBBER

RECEIVED
AUG 1 8 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed U. T. Lowery

Address P.O.Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Estimated date of completion August 18, 1952

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				42.83	
Miles partially completed				42.83	
Miles completed				42.83	
Total estimated quantities				8,300 cu.yd Agg. 760 Tons Oil	
Estimated quantities moved or placed to date				7,930 cu.yds Agg. 796 Tons Oil	
Average daily quantities Past week				325 cu.yds. Agg. 37 Tons Oil	
Average daily quantities necessary to complete project on time				None	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				24	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers Distributor 1, Retort. 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fog A.M. Fair P.M.		
Thursday	Fog A.M. High Fog P.M.		
Friday	Fair		
Saturday			

STATE PRINTING

RECEIVED
MAY 20 1952
FOR FILING

May 15, 1952

J. C. Compton Co.
Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3683, covering the Division No. 3-B Reoiling Project on five state highways in Coos and Curry Counties, awarded April 21, 1952.

Contract No. 3685, for reoiling on the Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties, awarded April 21, 1952.

Executed copies of these contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
FOR FILING

6-4211

[illegible]

April 23, 1952

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3683 for the Division No. 3-B Reoiling Project on five state highways near Myrtle Point, Coquille, Bandon, Port Orford, Empire, and Powers in Coos and Curry Counties. This award was based on your low bid of $47,761.50 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

310-1711 Oakland (Oak St.) Grading and Paving Project. 1952

#2634

RECEIVED
FOR FILING
31C-1211
(CONTRACT NO.) 3684

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 30, 1952

(EST. NO.)	(CONTRACTOR)		
3684	4-final	Roseburg Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24009	R-56585	$ 500.00	12/29/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: None

Completion Date: Oct. 28, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-2-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 2
a. a. Wicklander

[illegible]
1-2-53 g

310-1911

3684

December 9, 1952

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3684 for grading and paving on the Oakland (Oak Street.) City Street Section in Douglas County was completed by the contractor, Roseburg Paving Co., on October 28 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $500 will be released to the contractor on or after December 19, 1952. The total contract amount is $8,439.75, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Hayward Andrews
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

12-9-52 gl

RECEIVED
NOV 21 1952
FOR FILING

310-1711

3684

November 21, 1952

Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roseburg Paving Company on contract No. 3684, for grading and paving on the Oakland (Oak Street) City Street Section in Douglas County.

This payment, in the amount of $469.74, will be released to the contractor on or after December 1, 1952. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Hayward Andrews
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
11-21-52, gl

Form E-1

R

310-1711

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 8, 1952

Section Oakland (Oak St.)

Highway City Street

Contractor Roseburg Paving Co.

Date of contract April 21, 1952

Date work started August 25, 1952

Amount of contract . . . . $ 9,242.00

Kind of work Grading & Paving

Section prefix 310-1711

Contract number 3684

Date of completion October 31, 1952

Estimated date of completion ...., 19....

Per cent of time elapsed completed %

Estimated cost of completed project, exclusive of engineering . . . . $ 8,439.75

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 600.00, 6.5 %

Date project was completed October 28, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All office work completed on this project and Semi-final Estimate submitted to Division Office Thursday.

RECEIVED
NOV 10 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed R. D.

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.17	0.17			0.17
Miles partially completed					
Miles completed	0.17	0.17			0.17
Total estimated quantities	259.9	1113			375.01
Estimated quantities moved or placed to date	259.9	1113			375.01
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy All week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 28 1952
FOR FILING

[illegible]

3684

May 28, 1952

Roseburg Paving Co.
634 S. Main Street
Roseburg, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3684, which was awarded to you on April 21, 1952 by the State Highway Commission, for grading and paving on the Oakland (Oat St.) Section, Douglas County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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FOR FILING

[illegible]

[illegible]

April 28, 1952

[redacted]

Mr. F. G. Hewett, City Recorder
City Hall
Oakland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Oakland covering the improvement of Oak Street from Fifth Street northwesterly to Third Avenue, a distance of approximately 0.17 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
[illegible]
FOR FILING

[illegible]

[illegible]

April 23, 1952

Roseburg Paving Company
634 South Main Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3684 for the Oakland (Oak Street) Grading and Paving Project in Oakland, Douglas County. This award was based on your low bid of $9,242 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

9-21-51

[illegible]

Preliminary Estimate

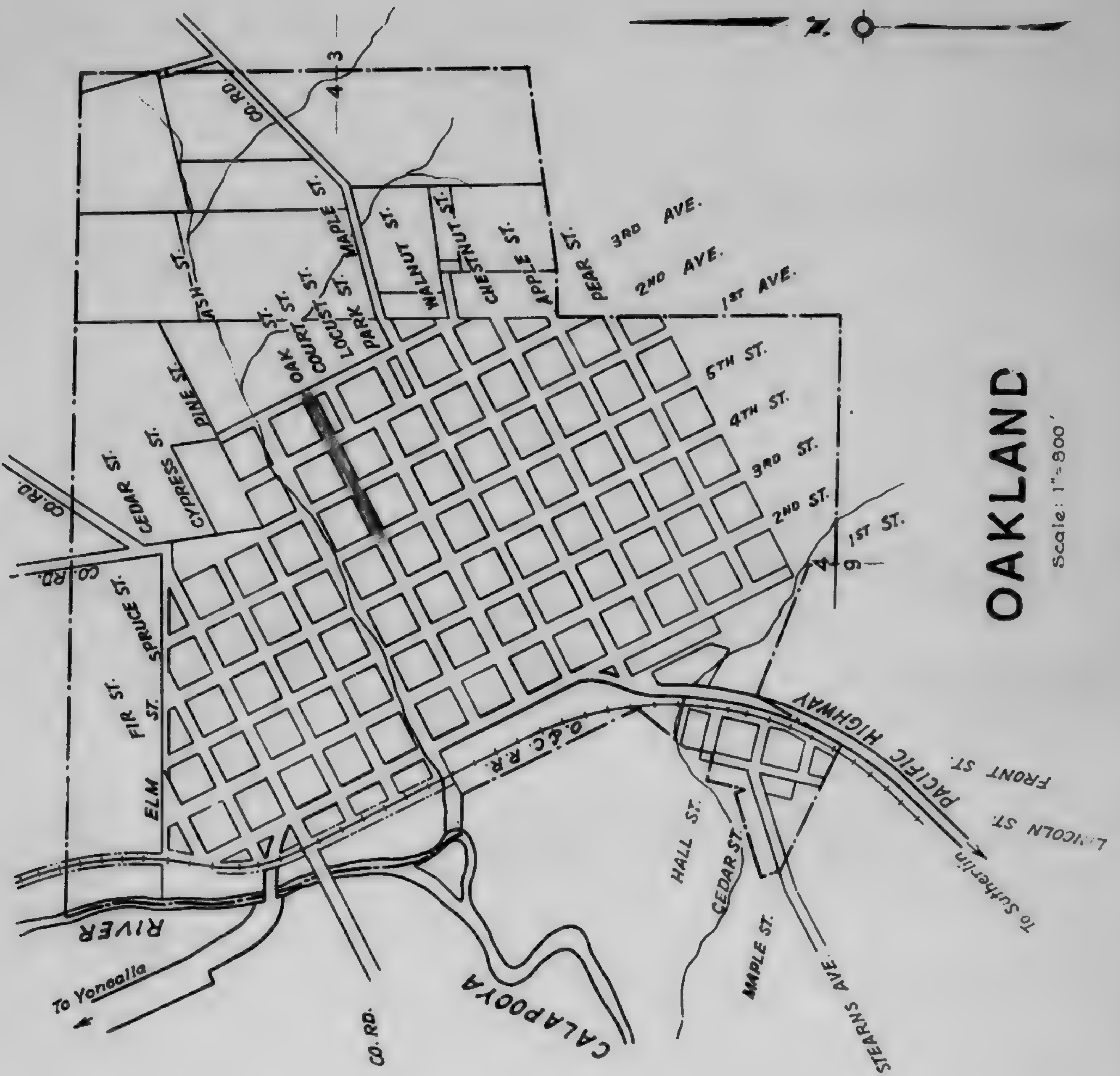
[illegible] Street from Fifth Street northwesterly to Third Avenue, a distance of approximately [illegible] mile

Grade, place base rock and 2" asphaltic concrete pavement [illegible]' wide.

Item	Quantity		Unit Price	Total
Excavation	[illegible]	cu. yd.	$ 1.5[illegible]	$ [illegible].00
[illegible] in base	[illegible]	cu. yd.	[illegible]	3,41[illegible]
3/4"-0 in base and shoulders	[illegible]	cu. yd.	[illegible]	[illegible]
Asphalt	[illegible]	gal.	[illegible]	[illegible]
3/4"-0 in binder course	8	cu. yd.	[illegible]	[illegible]
Class B asphaltic concrete	36[illegible]	tons	[illegible]	[illegible]
[illegible]	3	tons	[illegible]	[illegible]
Aggregate in seal coat	[illegible]	cu. yd.	[illegible]	[illegible]
			Preliminary Estimate of Construction	$11,137.[illegible]
			[illegible] Engineering & Contingencies	1,3[illegible]
			Preliminary Engineering	[illegible]
				$13,1[illegible]

Total allotted $1[illegible]

HCA:MM
9-21-51



OAKLAND

Scale: 1"=800'

Application No. 48

OAKLAND
Douglas County
Population:
1940 - 367
1950 - 829
Division III

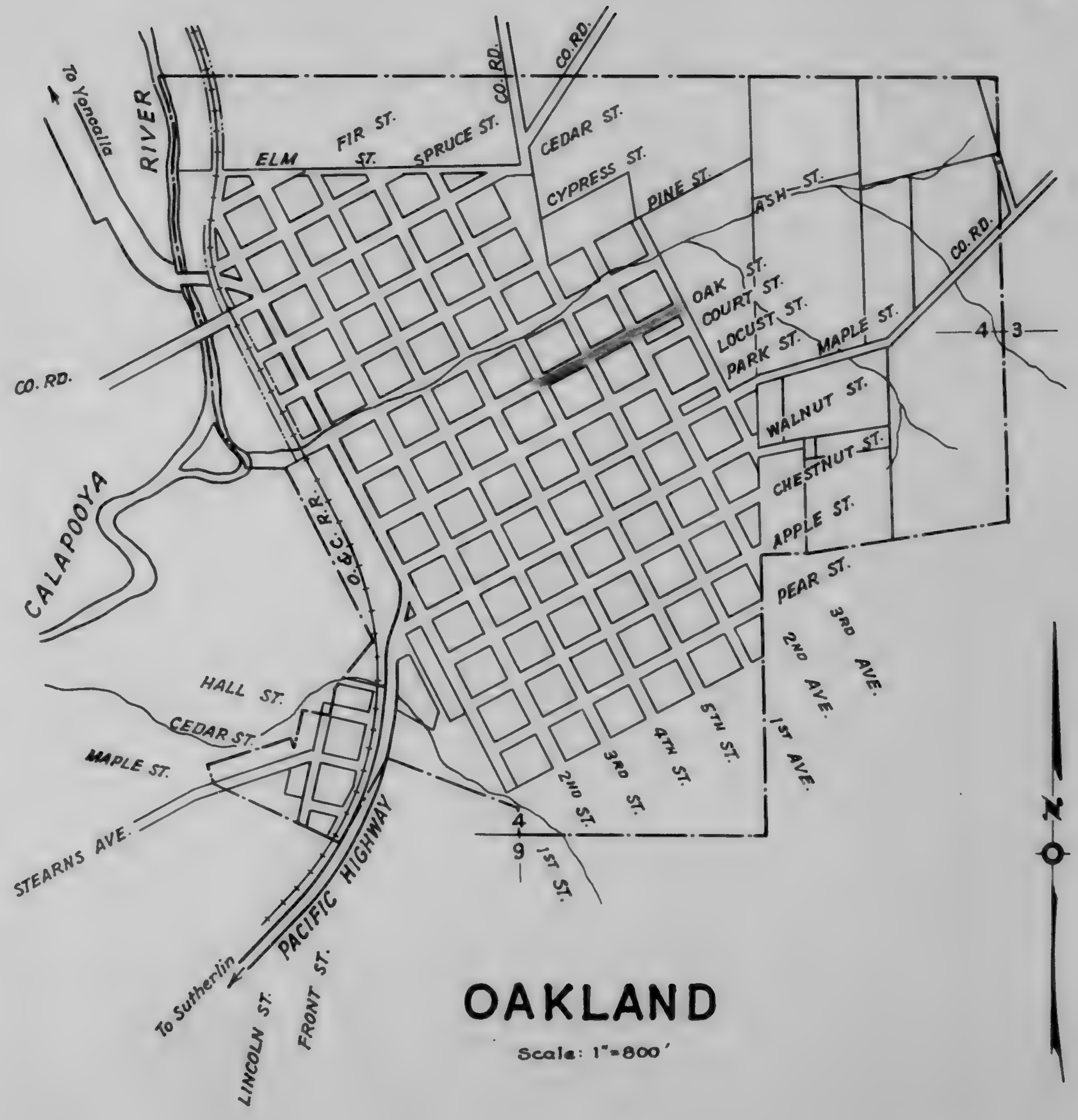
Previous Projects	Cost (Actual)		
	State	City	Total
1948: Placed plant patches on Oak Street from First to Fifth Street, a distance of approximately 0.21 mile.	$ 757.83	$--	$ 757.83
1949: None	$--		
	Cost (Estimated)		
1950: Placed asphaltic concrete pavement on Locust Street from First Street to Second Avenue, a distance of approximately 0.31 mile.	$15,000.00	$ 3,200.00	$18,200.00
1951: None	$--		

Proposed Project	Cost (Estimated)		
	State	City	Total
1952: Grade, place base rock and 3" asphaltic concrete pavement 20' wide on Oak Street from Fifth Street northwesterly to Third Avenue, a distance of approximately 0.17 mile. City to correct drainage.	$13,200.00	$--	$13,200.00

- - - - - - - - - - - -

Application for improvement of Oak Street based on very heavy use by log trucks. Investigation disclosed heavy use and street showing failure due to heavy traffic. Street requires rebuilding.

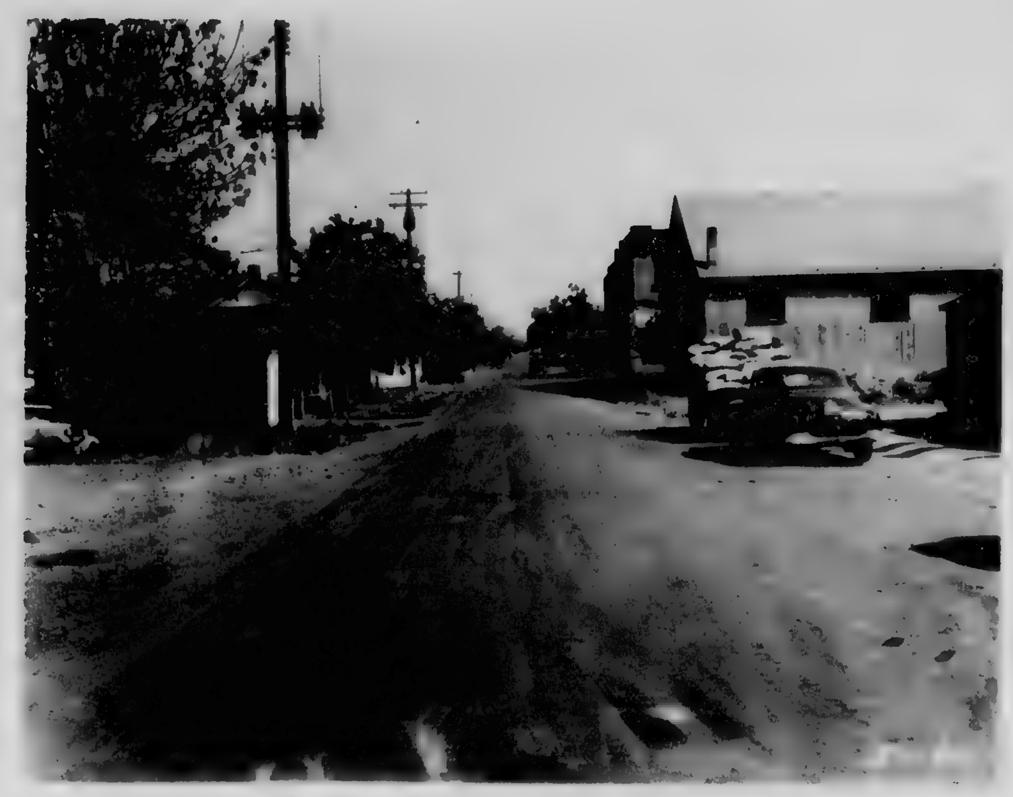
Recommendation
Project recommended for approval.



OAKLAND

Scale: 1" = 800'

9-20-51



OAKLAND, Oak Street from Highway 99 looking northeast.
9/20/51

Form cc-50
Special City Allotment

5-1-51

NOTED
J. W. CATTRALL

RECEIVED
JUL 1 1 1951
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

NOTED
J. F. HAGEMANN

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Oakland is an incorporated city of the State of Oregon, and has a population of 825, as given by the latest official census, and

cc-50

WHEREAS, the following streets of said city, Oak St - from First St to Third Avenue

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, Oak St from First St to third Avenue

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

cc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Oakland does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate John Edwards as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of May, 1951.

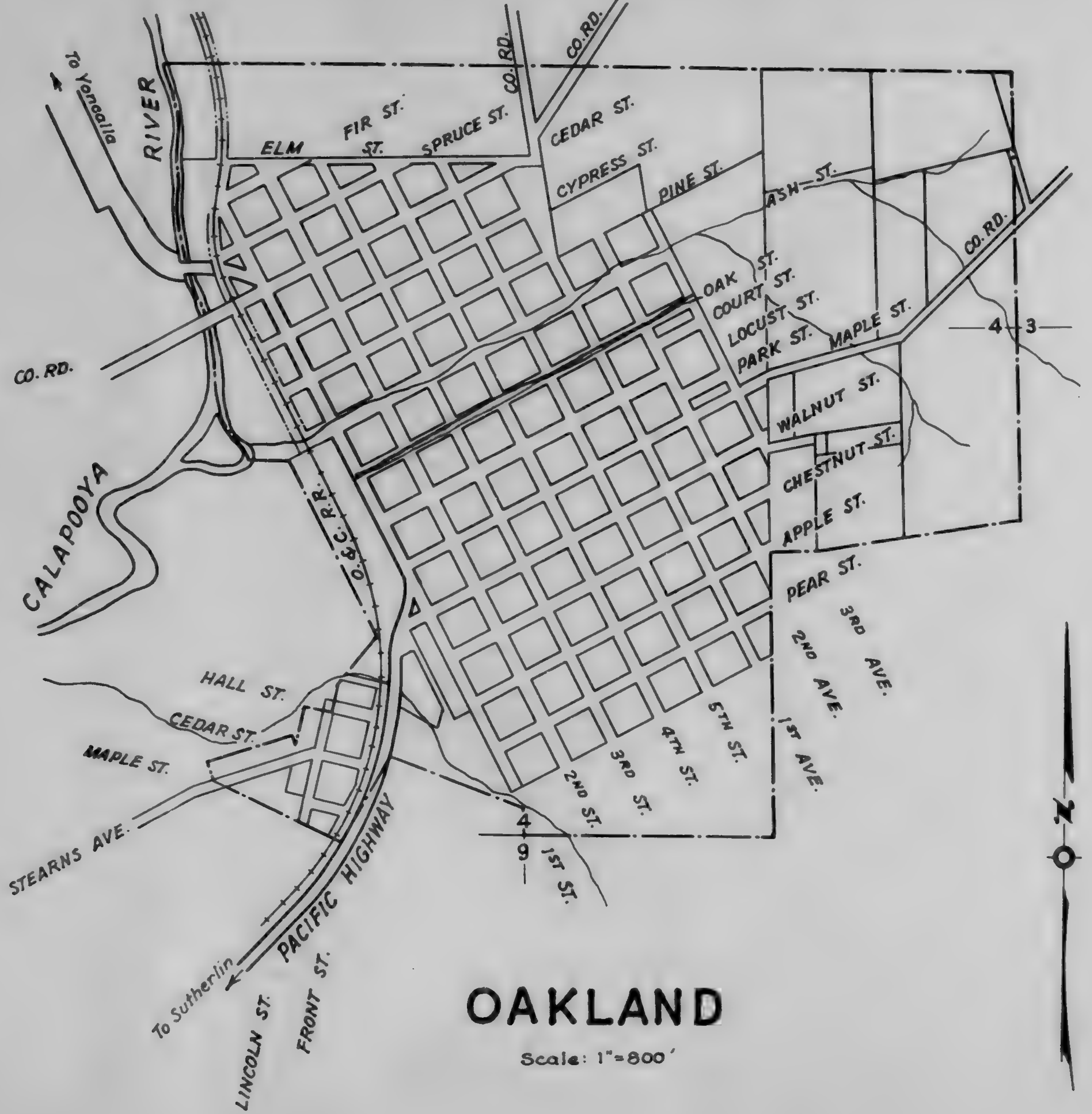
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Oakland at a regular or special meeting of said council, held on the 1st day of May, 1951, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 1st day of May, 1951.

City Recorder



OAKLAND

Scale: 1"=800'

13-1209 Buchanan-Juntura Recoiling 194
Project on the Central Ore.
43635 Highway.

September 18, 1952

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Contract #3685
Buchanan - Juntura Section

Prefix 13-4209
Central Oregon Hwy.

J. C. Compton,Co., Contractor
John T. Burch, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	34.11	Miles	$30.73	$45.00	$ 1,048.24	$ 1,534.95
Placing Aggregates	6,160	Cu. Yds.	0.643	0.90	3,965.56	5,544.00
Hauling Aggregates	11,682.5	Yd. Mi.	0.282	0.25	3,299.98	2,920.63
Furn. & Pl. 200-300 Asph.	507.37	Tons	41.84	41.00	21,230.80	20,802.17
					$29,544.58	$30,801.75

Gross Revenue	$30,801.75
Total Cost	29,544.58
Net Profit	$ 1,257.17

Net Profit Equals 4.1% of Gross Revenue

Buchanan - Juntura
Contract #3685

Detail of Cost

Labor:			
Labor & Supervision		$5,913.03	
Labor Insurance		373.56	
			$ 6,286.59
Materials:			
200-300 Asphalt	507.37 Tons at $16.28	$8,262.57	
Freight on Asphalt	507.37 " " 16.82	8,533.07	
			16,795.64
Equipment Rentals & Misc. Supplies:			
Equipment Rentals (Owned)		$3,384.50	
Gas, Oil & Grease & Fuel Oil		1,759.81	
P. U. C. Fees		109.37	
Freight & Cartage		316.50	
P.L. & P.D. Insurance		73.90	
Small Tools & Misc. Supplies		72.00	
Bond		166.97	
Home Office & General Overhead		579.30	
			6,462.35
Total Cost			$29,544.58

Buchanan - Juntura Section
Contract #3685

Remarks:

This was a "State Project" calling for the reoiling of Buchanan-Juntura Section of the Central Oregon Highway, with Type O-30 oil mat wearing surface. This project was bid and awarded April 21, 1952, work was started June 16, 1952, and was completed June 27, 1952.

Sinclair Oil Company shipped 376.57 tons of asphalt for this project by tank cars to Juntura, Oregon, and 130.8 tons of asphalt was hauled by Transport from Portland, Oregon. The asphalt from the Sinclair Oil Company required reheating before spreading on the road. Four transports were used in hauling the asphalt to the distributor. The aggregate was loaded from State stockpiles with 3/4 cubic yard shovel into 6 - 6 cubic yard trucks and placed on the road. Two blades and two rollers were used on the street work.

The contractor had good equipment and supervision. Due to low bid prices only a small profit was realized.

E. H. Clymer
Cost Analyst

By . . . K. T. Wechter

RECEIVED
FOR FILING

13-4209

File

OREGON STATE HIGHWAY DEPARTMENT

(date) Aug. 13, 1952

(CONTRACT NO.) 3685	(EST. NO.)	(CONTRACTOR)
3685	2-final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14505	R-46854	$ 927.69	8/12/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: June 28, 1952

Time Extensions: None

Completion Date: June 28, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-15-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
AUG 1 9 1952
FOR FILING

August 5, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 3685 for reoiling on the Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur counties was completed by the contractor, J. C. Compton Company, on June 28, 1952, and was formally accepted by the Highway Commission on July 10, 1952.

Final payment in the amount of $927.69 will be released to the contractor on or after August 15th. The total amount of the contract is $30,801.75, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

NOTED ON CARD
8-5-52

RECEIVED
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FOR FILING

361

July 16,1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. C. Compton Co. on contract No. 3685, for reoiling on the Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties.

This payment, in the amount of $29,874.06, will be released to the contractor on or after July 26, 1952. The retained percentage is $923.94.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

7-16-52, gl

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5, 1952

Section Buchanan - Juntura

Kind of work Reoiling

Highway Central Oregon

Section prefix 13-4209

Contractor J. C. Compton Co.

Contract number 3685

Date of contract April 21, 1952

Date of completion July 31, 1952

Date work started June 16, 1952

Estimated date of completion June 28, 1952

Amount of contract $33,394.95

Per cent of time elapsed 72 %

Estimated cost of completed project, exclusive of engineering $30,798.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $1,750.00, 5.2 %

Date project was completed June 28, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on June 28.

Semifinal Estimate sent to the Division Engineer on July 1.

Final report.

RECEIVED
JUL 7 - 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed John T. Burch

Address Burns

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				34.11	
Miles partially completed				34.11	
Miles completed				34.11	
Total estimated quantities				550 Tons 6300 cu. yd. Agg.	
Estimated quantities moved or placed to date				507.4 Tons 6,160 cu. yd.	
Average daily quantities				39 Tons 474 cu. yd.	
Average daily quantities necessary to complete project on time				Completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"	None	
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY [illegible] 1952
FOR FILING

[illegible]

C
O
P
Y

May 15, 1952

J. C. Compton Co.
Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3683, covering the Division No. 3-B Reoiling Project on five state highways in Coos and Curry Counties, awarded April 21, 1952.

Contract No. 3685, for reoiling on the Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties, awarded April 21, 1952.

Executed copies of these contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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RECEIVED
FOR FILING

April 23, 1952

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3685 for the Buchanan-Juntura Reoiling Project on the Central Oregon Highway between Buchanan and Juntura in Harney and Malheur Counties. This award was based on your low bid of $33,394.95 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

20-1377 1952
Judkins Overcrossing Revision.
#3-36

RECEIVED
FOR FILING
90-1017

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 27, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3686	3-final	Hamilton & Thoma	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
679	R-58345	$ 1,386.35	1/26/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: None

Completion Date: Oct. 31, 1952

Date Accepted: Nov. 24. 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-27-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
a A Wahlander

NOTED ON CARD

RECEIVED
DEC 1 1952
FOR FILING

91-1-[illegible]
3686

November 28, 1952

Seaboard Surety Company
75 Maiden Lane
New York 7, N.Y.

Gentlemen:

State Highway contract No. 3686 for work performed on the Judkins Point Section of the Pacific Highway in Lane County was completed by the contractor, Hamilton & Thoms on October 31, 1952 and was formally accepted by the Commission on November 24, 1952.

Final payment in the amount of $1,386.35 will be released to the contractor on or after December 9, 1952. The total contract amount is $13,791.35, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Seaboard Surety Company
Hansen & Rowland, Inc.
611 Henry Bldg.
Portland, 4, Oregon

Seaboard Surety Company
Hansen & Rowland, Inc.
Puget Sound Bank Bldg.

Tacoma, Washington

NOTED ON CARD

11-28-52

RECEIVED
[illegible] 1952
FOR FILING

May 20, 1952

Hamilton & Thoma
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3686, which was awarded to you on April 21, 1952 by the State Highway Commission, covering Judkins Point Overcrossing Revision on the Pacific Highway in Lane County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 5/20,

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[illegible]
FOR FILING

April 23, 1952

Hamilton and Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3686 for the Judkins Overcrossing Revision on the Pacific Highway at the south enge of Eugene in Lane County. This award was based on your low bid of $13,960 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

RECEIVED
FOR FILING

January 28, 1952

Oregon State Highway Commission

Gentlemen:

On January 10 I wrote you about the revision of the Judkins Point Overhead Section and asked you to set up some money for the work at the next meeting.

This revision requires 44½ tons of structural steel. We have unallocated in the second quarter of 1952 38 tons of structural shapes and 26 tons of plates. We had planned to advertise this job at the March meeting so as to cover the steel requirements in the second quarter. The steel companies now advise us that rolling schedules for the second quarter are rapidly being filled and they doubt whether we will be able to get mill acceptance for orders placed after the March letting.

Since this is a State project and in view of the steel situation, I recommend that you authorize the purchase of this steel for delivery to the contractor on the job and to make the purchase immediately. The purchase price of the steel will be about $15,000. The purchasing of steel in this manner will not affect in any way the final cost of the project but will assure the contractor that he has a supply to be delivered when bids are received at the March letting.

I suggest that authority be given to purchase the steel through the Department of Finance and Administration, Procurement and Services Division.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. C. H. Maison

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FOR FILING
FORM K-90 25M 6-51 49713

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1952

SUBJECT: Judkins Point Overcrossing

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The new section between Judkins Point and Goshen requires the revision of the temporary overcrossing of the railroad at Judkins Point so that full roadway width can be provided for the interchange connecting the new highway to the present road. This revision requires 47½ tons of structural steel. We have unallocated in the second quarter 38 tons of structural shapes and about 26 tons of plates. We had hoped that this could be advertised for the March meeting in order that we could get the steel for the job covered under second quarter, at least as far as our allotments went. The steel companies are now telling us that rolling schedules for second quarter are being rapidly filled, and they doubt whether we would be able to get mill acceptance for orders placed after the March letting.

This is a State Project and, in view of the steel situation, I would recommend that the Commission authorize us to purchase this steel for delivery to the contractor on the job and to make this purchase immediately. The total job is 47½ tons, and the cost should be approximately $15,000. The purchase of the steel in this manner should not affect, in one way or the other, the final cost of the project. I am advised that the Commission is to be asked to authorize the project at the coming meeting.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP:gm

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1952
OR FILING

[illegible]

[illegible]

January 10, 1952

Oregon State Highway Commission

Gentlemen:

When the Judkins Point Section of the Pacific Highway was constructed in 1942 we were unable to secure any steel or treated timber for the railroad overpass and were compelled to use untreated timber in its construction.

A portion of this untreated timber structure now requires reconstruction and some remodeling to fit the traffic interchange provided for the new Judkins Point-Goshen Section of the Pacific Highway.

As it will take some time to obtain the steel (even though a small amount) for this project, the work should be programmed now with the hope that the steel can be obtained late this year.

The estimated cost of the reconstruction of this section of the timber bridge to permanent standards is $40,000.

This matter will be on the next agenda, and I recommend that this project be set up as a state project and that authority be given to call bids as soon as plans can be projected.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. C. H. Maison

23X 25M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

AGENDA
JAN 3 1 1952

4-h

January 10, 1952

Oregon State Highway Commission

Gentlemen:

When the Judkins Point Section of the Pacific Highway was constructed in 1942 we were unable to secure any steel or treated timber for the railroad overpass and were compelled to use untreated timber in its construction.

A portion of this untreated timber structure now requires reconstruction and some remodeling to fit the traffic interchange provided for the new Judkins Point-Goshen Section of the Pacific Highway.

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The estimated cost of the reconstruction of this section of the timber bridge to permanent standards is $40,000.

This matter will be on the next agenda, and I recommend that this project be set up as a state project and that authority be given to call bids as soon as plans can be projected.

Very truly yours,

R. H. Baldock
State Highway Engineer

if approved, subject to purchase of steel [illegible] [illegible] Control,

5+C

S-126(1) Ontario-Evans Corner Sec., 1952
Ontario-Lincoln School Co. Rd.
#3687 S. & W. from Ontario

January 26th, 1953

FINAL COST ANALYSIS
Grading & Paving

Ontario-Evans Corner Section
Contract #3687
Contractor - Babler & Rogers

Ontario-Lincoln School Co. Road
Prefix 223-1049 S-126 (1) S-127 (1)
Resident Engineer - L. C. Johnson

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Clearing & Grubbing	All		$	$	$ 485.82	$ 5,000.00
(1) Struct. Excavation	111.3	Cu. Yd.	2.00	2.00	222.60	222.60
(1) Trench "	10	" "	2.00	2.00	20.00	20.00
(2) Special Borrow Excav.	31,309.6	" "	0.32	0.28	8,760.20	10,019.07
(2) General Excavation	204.1	" "	0.80	0.77	157.88	163.28
(2) Truck Haul on Borrow	76,836.95	Yd. Mi.	0.20	0.175	13,436.54	15,367.39
(2) Finish R/B & Slopes	2.74	Mile	300.00	292.23	800.70	822.00
(1) 65" Arch Type Corr. Pipe	34	Lin. Ft.	35.00	35.00	1,190.00	1,190.00
(1) 12" Concrete Culvert Pipe	276	" "	2.00	2.00	552.00	552.00
(1) 15" " " "	27	" "	3.00	3.00	81.00	81.00
(1) 18" " " "	96	" "	3.50	3.50	336.00	336.00
(1) 24" " " "	24	" "	5.00	5.00	120.00	120.00
(1) 30" " " "	27	" "	8.00	8.00	216.00	216.00
(1) Class "A" Concrete	29.35	Cu. Yd.	70.00	70.00	2,054.50	2,054.50
(1) Metal Reinforcement	4,570	Lbs.	0.17	0.17	776.90	776.90
(1) Pit Run Gravel Base	15,064.5	Cu. Yd.	1.20	1.07	16,100.54	18,077.40
(1) 3/4"-0" Gravel in Base & Shldrs.	3,412	" "	2.20	2.11	7,211.08	7,506.40
(1) & (2) Sprinkling	1,232	M/Gal.	1.00	1.26	1,556.95	1,232.00
(1) Preparation of Base	3.32	Mile	300.00	277.35	920.81	996.00
(1) 3/4"-0" Gravel in Binder	426	Cu. Yd.	3.00	2.65	1,130.81	1,278.00
(1) RC-2 in Binder	64.69	Ton	45.00	43.13	2,790.45	2,911.05
(1) Class "B" Asphaltic Concrete	7,845.9	"	7.50	6.30	49,422.29	58,844.25

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Furn. & Place RS-1 Emulsion	30.02	Ton	$45.00	$44.65	$ 1,340.50	$ 1,350.90
(1) Aggregate in Seal	228	Cu. Yd.	5.00	4.06	925.92	1,140.00
(2) PA #1, Allowance for Developing Additional Borrow Pits	100%				2,096.31	2,458.00
					$112,705.80	$132,734.74

	Gross Revenue	Total Cost	Profit	% Profit
(1) Babler Bros., N. A. Toole, Lankford Bros.	$103,856.07	$ 87,454.17	$16,401.90	15.8%
(2) K. C. Dack	28,878.67	25,251.63	3,627.04	12.5%
Grand Total	$132,734.74	$112,705.80	$20,028.94	15%

The Special Borrow Excavation, General Excavation, Truck Haul on Borrow and Finish Roadbed & Slopes and PA #1 done by K. C. Dack

Ontario-Evans Corner Section
Contract #3687

Detail of Cost
Babler & Rogers

Labor:

Supervision	$ 1,800.00	
Labor	16,269.75	
Labor Insurance	1,084.18	
		$19,153.93

Materials:

65" Corr. Metal Arch Pipe	34	feet at	$13.31	$ 452.54	
65" Corr. Metal Band	1	"	26.13	26.13	
12" Concrete Pipe	276	feet "	0.97	267.72	
15" Reinforced Concrete Pipe	27	" "	1.80	48.60	
18" Concrete Pipe	96	" "	1.79	171.84	
24" " "	24	" "	2.84	68.16	
30" " "	27	" "	4.39	118.53	
Redi Mix Concrete	29.35	cu. yd. at	14.00	410.90	
Metal Reinforcement	4,570	lb. at	0.077	351.89	
RC-2 Asphalt in Binder	64.69	ton at	21.00	1,358.49	
86-100 Asphalt in Class "B" Mix	464.94	" "	19.50	9,066.29	
RS-1 Emulsified Asphalt	30.02	" "	24.88	746.90	
Freight on Asphalt	559.65	" "	14.20	7,947.03	
					21,035.02

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$10,258.73	
" " (Hired)	10,790.99	
Gas, Oil & Grease	4,305.10	
Diesel Oil Used for Heating Asphaltic Concrete	1,150.47	
Bond	1,016.82	
P.U.C.	75.00	
P.L. & P.D. Insurance	263.27	
Small Tools & Misc. Supplies	1,120.50	
Freight	79.81	
Paid K. C. Dack for Special Borrow, General Excavation, Truck Haul on Borrow, Finish R/B & Slopes and PA #1	28,878.67	
Paid N. S. Toole for Crushing Gravel for Asphaltic Concrete Mix and Binder and Level Course	10,514.40	
Paid Lankford Brothers for Struct. Excav., Trench Excav., Concrete Box Culverts and Placing All Culvert Pipes	4,063.59	
		72,516.85

Total Cost $112,705.80

Ontario-Evans Corner Section
Contract #3687

Detail of Cost
K. C. Dack

Labor:		
Supervision	$1,100.00	
Labor	5,827.97	
Labor Insurance	484.96	
		$ 7,412.93
Equipment Rentals & Misc. Supplies:		
Equipment Rental, Owned	$8,278.75	
" " , Hired Fully-operated	6,681.50	
Gas, Oil & Grease	1,489.80	
Move In, Freight & Cartage	345.00	
P.U.C.	55.75	
P.L. & P.D. Insurance	112.50	
General Overhead	875.40	
		17,838.70
Total Cost		$25,251.63

Ontario-Evans Corner Section
Contract #3687

Remarks:

This was a "Federal Aid Secondary Project" for grading and paving 3.32 miles of highway roadbed on the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road in Malheur County.

This project was bid and awarded April 21st, 1952, work started April 22nd, 1952, and was completed July 1st, 1952.

Lankford Brothers, subcontractors, moved in April 22nd, and started laying and extending culvert pipe and installing box culvert. Equipment used: one 5 cu. yd. truck, one Fordson tractor with backhoe shovel attachment and one pickup.

K. C. Dack, grading contractor, hauled the special borrow material with five DW-10's, used one D-8 cat for push cat and cat blade on the street. The borrow material was hauled from four pits. Three of the pits acquired were located nearer the project than those shown on the plans, which resulted in less hauling and made it unnecessary to cross the Union Pacific Railroad tracks with their equipment. A good profit was realized on the borrow excavation.

N. A. Toole, rock crushing contractor, had his crushing plant set up at the gravel deposit located 0.15 mile easterly from the highway and on the easterly side of the railroad at M.P. 5.11, where the aggregate was crushed for the Adrian-Nyssa Project.

The contractor started hauling pit run gravel from the designated gravel pit located 3.10 miles southeasterly of the highway, via an existing county road, from Station 50+30 with one tractor with overhead loader, one dragline shovel, nine 6 cubic yard trucks, one cat grader and one roller. This material was loaded and placed in one week, which was good production, and a good profit was realized.

The paving was started June 19th, and completed June 27th, 1952. The Class "B" asphaltic material was hauled from the paving plant which was set up at M.P. 5.11 on the Adrian-Nyssa Highway, a distance of approximately 14 miles, with 16 seven cubic yard trucks. A total of 7845.9 tons of asphaltic concrete was produced in 80 hours, for an average of 99 tons per hour.

The contractor had good bid prices, equipment and supervision, realizing a good profit.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

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5-127(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3687	4-final	Babler & Rogers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22621	B-55303	$ 3,234.58	Dec. 10, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: None

Completion Date: July 1, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-12-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

H B Glaisyer
by F Quay

12-12-52

Warrant Mailed: 1952

A. A. Wicklander

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3-126(1)
3-127(1)
[illegible]

November 28, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N.Y.

Gentlemen:

State Highway contract No. 3687 for work performed on the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road in Malheur County was completed by the contractor Babler & Rogers on July 1, 1952 and was formally accepted by the Highway Commission on July 10, 1952.

Final payment in the amount of $3,934.58 will be released to the contractor on or after December 9, 1952. The total contract amount is $132,734.74, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FN

cc - The Fidelity & Casualty Co. of N.Y.
Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.,
Portland 4, Oregon

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[illegible]

October 15, 1952

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler & Rogers on contract No. 3687, covering the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road in Malheur County.

This payment, in the amount of $2,307.94, will be released to the contractor on or after October 25, 1952. The retained percentage is $3,983.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
[illegible]

~~Form~~ PR 2 (Revised 1946)

State Oregon

Federal Aid Secondary Project No. S-127(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between The Oregon State Highway Commission for the purpose hereof, constituting the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of March, 1952, a program, which was approved on the 26th day of March, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of April, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of Sixty-three thousand, seven hundred and 00/100 dollars ($63,700.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 11, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 83+30 on the south boundary of Section 9, T. 18 S., R. 47 E., W.M., and survey station 195+49.23 on the south boundary of Section 12, T. 18 S., R. 46 E., W.M., except Stations 141+87 to 142+07, ______, length 2.121 miles, in Malheur County, being Oregon Federal Aid / Secondary project No. S-127(1), consisting of 2.121 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-three thousand, seven hundred and 00/100 dollars ($63,700.00), which does not exceed the authorized Federal pro rata share of one hundred six thousand, five hundred thirteen and 00/100 dollars ($106,513.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 119

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest:
/s/ H. B. Glaisyer
Secretary (SEAL)

By
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
/s/ R. H. Baldock
State Highway Engineer

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By /s/ W. K. McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

Oregon State Highway Department

Federal Aid Secondary
Project No. S-127 (1)

ONTARIO-EVANS CORNER SECTION OF THE ONTARIO-LINCOLN SCHOOL ROAD IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 24, 1952

Type Code 6201
Roadway (Sta. 83+30 to 195+49.23)

All Required		Clearing and Grubbing (75%)		$ 3,750.00
110	cu. yds.	Structural Excavation, Unclassified	$ 2.00	220.00
25,800	cu. yds.	Special Borrow Excavation, Unclassified	0.32	8,256.00
110	cu. yds.	General Excavation, Unclassified	0.80	88.00
77,000	cu. yds.	Truck Haul on Special Borrow	0.20	15,400.00
2.12	miles	Finishing Roadbed and Slopes	300.00	636.00
40	lin. ft.	65-inch Arch Type Corrugated Metal Pipe	35.00	1,400.00
550	lin. ft.	12-inch Concrete Pipe	2.00	1,100.00
30	lin. ft.	15-inch Concrete Pipe	3.00	90.00
30	lin. ft.	18-inch Concrete Pipe	3.50	105.00
20	lin. ft.	24-inch Concrete Pipe	5.00	100.00
30	lin. ft.	30-inch Concrete Pipe	8.00	240.00
30	cu. yds.	Class "A" Concrete	70.00	2,100.00
4,800	lbs.	Metal Reinforcement	0.17	816.00
10,700	cu. yds.	Pit-run Gravel in Base	1.20	12,840.00
2,340	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	2.20	5,148.00
510	M-gal.	Sprinkling	1.00	510.00
2.12	miles	Preparation of Base	300.00	636.00
240	cu. yds.	3/4" - 0 Gravel in Binder Course	3.00	720.00
40	tons	RC-2 Asphalt in Binder Course	45.00	1,800.00
5,210	tons	Class "B" Asphaltic Concrete	7.50	39,075.00
25	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	1,125.00
135	cu. yds.	Aggregate in Seal Coat	5.00	675.00
			Subtotal	$ 96,830.00
			10% Engr. & Cont.	9,683.00
			Total	$106,513.00

Length of Roadway	2.121 miles
Cost per Mile	$50,218.29

Federal Funds	$ 63,700.00
State Funds	42,813.00
	$106,513.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maintenance: Chap. 529, laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 7, 1952

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item 181, Project S-127(1) along County Road FAS 527 from a junction with the northerly unit of FAS 528, 1.2 miles south of Ontario, thence westerly a distance of 2.11 miles, on the Oregon Postwar Federal-aid Secondary Highway Program is approved effective March 24, 1952.

The project will appear on the program as follows:

Item No. 181	
County	Malheur
Project No.	S-127(1)
FAS Route No.	527
State Route No.	County Road
Termini:	Junction with FAS Rt. 528 (1.2 mi. South of Ontario), west 2.11 miles
Estimated Total Cost	$105,000
Federal Funds	65,000
State Funds	40,000
Length (Miles)	2.11
Character of Work	Grade, drain and 2-lane high type pavement.

Yours very truly,

C G Polk
C. G. Polk
District Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-127 (1)

ONTARIO-EVANS CORNER SECTION OF THE ONTARIO-LINCOLN SCHOOL ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 3, 1952

Type Code 6201 20
Roadway (Sta. 83+40 to 195+49.23)

All Required		Clearing and Grubbing (75%)		$ 1,125.00
110	cu. yds.	Structural Excavation, Unclassified	$ 3.00	330.00
25,800	cu. yds.	Special Borrow Excavation, Unclassified	0.50	12,900.00
110	cu. yds.	General Excavation, Unclassified	0.50	55.00
77,000	cu. yds.	Truck Haul on Special Borrow	0.15	11,550.00
2.12	miles	Finishing Roadbed and Slopes	500.00	1,060.00
40	lin. ft.	65-inch Arch Type Corrugated Metal Pipe	24.00	960.00
550	lin. ft.	12-inch Concrete Pipe	2.50	1,375.00
30	lin. ft.	15-inch Concrete Pipe	3.00	90.00
30	lin. ft.	18-inch Concrete Pipe	3.50	105.00
20	lin. ft.	24-inch Concrete Pipe	5.00	100.00
30	lin. ft.	30-inch Concrete Pipe	7.00	210.00
30	cu. yds.	Class "A" Concrete	65.00	1,950.00
4,800	lbs.	Metal Reinforcement	0.15	720.00
10,700	cu. yds.	Pit-run Gravel in Base	1.00	10,700.00
2,340	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	3.00	7,020.00
510	M-gals.	Sprinkling	2.50	1,275.00
2.12	miles	Preparation of Base	200.00	424.00
240	cu. yds.	3/4" - 0 Gravel in Binder Course	4.00	960.00
40	tons	RC-2 Asphalt in Binder Course	50.00	2,000.00
5,210	tons	Class "B" Asphaltic Concrete	7.00	36,470.00
25	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	1,250.00
135	cu. yds.	Aggregate in Seal Coat	5.00	675.00
			Subtotal	$ 93,304.00
			10% Engr. & Cont.	9,330.40
			Total	$102,634.40

Length of Roadway 2.121 miles
Cost per mile $48,389.62

Federal Funds- -$ 63,700.00
State Funds- 38,934.40

$102,634.40

ONTARIO-EVANS CORNER SECTION

PROJECTS NOS. S-126 (1) and S-127 (1)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 4, 1952

ONTARIO-EVANS CORNER SECTION

PROJECT NO. S-127 (1)

Specifications for this project have been determined by the State Highway Commission and local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 4, 1952

ONTARIO-EVANS CORNER SECTION

PROJECT NO. S-126 (1)

Specifications for this project have been determined by the State Highway Commission and local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 4, 1952

~~Form~~ PR-2 (Revised 1946)

8 172

State Oregon

Project No. S-126(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of January, 1952, a program, which was approved on the 12th day of February, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of April, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-five thousand, eight hundred and 00/100 dollars ($25,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 19+80 at the intersection of 4th St. and S.E. 10th Ave. in Ontario and survey station 83+30 on the south boundary of Section 9, T. 18 S., R. 47 E., W.M., without exception, length 1.203 miles, in Malheur County, being Oregon Federal Aid / Secondary project No. S-126(1), consisting of 1.203 miles of roadway and no bridges, [redacted]f more than 20 feet clear span, ______ o[redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty-five thousand, eight hundred and 00/100 dollars ($25,800.00), which does not exceed the authorized Federal pro rata share of forty-two thousand, six hundred twenty and 60/100 dollars ($42,620.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By /s/ M. K. McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest:
/s/ H. B. Glaisyer
Secretary

RECOMMENDED FOR APPROVAL:
/s/ R. H. Baldock
State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-2

Oregon State Highway Department

Federal Aid Secondary
Project No. S-126 (1)

ONTARIO-EVANS CORNER SECTION OF THE ONTARIO-LINCOLN SCHOOL ROAD IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid price.)

Salem, Oregon, July 25, 1952

Type Code 6201
Inside City (Sta. 19+80 to 37+17)

20	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 40.00
30	cu. yds.	Trench Excavation, Unclassified	2.00	60.00
30	lin. ft.	12-inch Concrete Pipe	2.00	60.00
10	lin. ft.	18-inch Concrete Pipe	3.50	35.00
40	lin. ft.	Salvaging Culvert Pipe	2.50	100.00
800	cu. yds.	Pit-run Gravel in Base	1.20	960.00
410	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	2.20	902.00
10	M-gals.	Sprinkling	1.00	10.00
0.33	mile	Preparation of Base	300.00	99.00
20	cu. yds.	3/4" - 0 Gravel in Binder Course	3.00	60.00
4	tons	RC-2 Asphalt in Binder Course	45.00	180.00
640	tons	Class "B" Asphaltic Concrete	7.50	4,800.00
5	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	225.00
20	cu. yds.	Aggregate in Seal Coat	5.00	100.00
			Subtotal	$ 7,631.00
			10% Engr. & Cont.	763.10
			Total	$ 8,394.10

Length 0.329 mile
Cost per Mile $25,513.98

Type Code 6201
Outside City (Sta. 37+17 to 83+30)

All Required		Clearing and Grubbing (25%)		$ 1,250.00
20	cu. yds.	Structural Excavation, Unclassified	$ 2.00	40.00
9,200	cu. yds.	Special Borrow Excavation, Unclassified	0.32	2,944.00
230	cu. yds.	General Excavation, Unclassified	0.80	184.00
21,000	yd. mi.	Truck Haul on Special Borrow	0.20	4,200.00
0.62	mile	Finishing Roadbed and Slopes	300.00	186.00
60	lin. ft.	18-inch Concrete Pipe	3.50	210.00
3,500	cu. yds.	Pit-run Gravel in Base	1.20	4,200.00
550	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	2.20	1,210.00

300	M-gals.	Sprinkling	$ 1.00	$ 300.00
0.87	mile	Preparation of Base	300.00	261.00
80	cu. yds.	3/4" - 0 Gravel in Binder Course	3.00	240.00
12	tons	RC-2 Asphalt in Binder Course	45.00	540.00
1,950	tons	Class "B" Asphaltic Concrete	7.50	14,625.00
10	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	450.00
55	cu. yds.	Aggregate in Seal Coat	5.00	275.00
			Subtotal	$31,115.00
			10% Engr. & Cont.	3,111.50
			Total	$34,226.50
		Length of Roadway	0.874 mile	
		Cost per Mile	$39,160.75	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside Ontario	$ 8,394.10	$ 5,081.00	$ 3,313.10
Outside City	34,226.50	20,719.00	13,507.50
	$42,620.60	$25,800.00	$16,820.60

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maintenance: Chap. 529, laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for revision of individual project program change dated March 10, 1952, relative Item 179, Project S-126(1), Ontario-South was approved effective March 24, 1952.

The project will now appear on the Postwar Federal-aid Secondary Highway Program as follows:

Item	179
County	Malheur
Project No.	S-126 (1)
FAS Route No.	528
State Route No.	County Road
Termini	Ontario-South
Estimated Project Cost:	
Total	$45,000
Federal	$27,000
State	$18,000
Length	1.21 miles
Character of Work	Grading, draining, 2-lane high type pavement.

W. C. WILL

Very truly yours,

C G Polk
C. G. POLK
District Engineer

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for revision of individual project program change dated March 10, 1952, relative Item 179, Project S-126(1), Ontario-South was approved effective March 24, 1952.

The project will now appear on the Postwar Federal-aid Secondary Highway Program as follows:

Item	179
County	Malheur
Project No.	S-126 (1)
FAS Route No.	528
State Route No.	County Road
Termini	Ontario-South
Estimated Project Costs:	
Total	$45,000
Federal	$27,000
State	$18,000
Length	1.21 miles
Character of Work	Grading, draining, 2-lane high type pavement.

Very truly yours,

C. G. POLK
District Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-126 (1)

ONTARIO-EVANS CORNER SECTION OF THE ONTARIO-LINCOLN SCHOOL ROAD IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 3, 1952

Type Code 6201
Inside City (Sta. 19+80 to 37+17)

20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 60.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
30	lin. ft.	12-inch Concrete Pipe	2.50	75.00
10	lin. ft.	18-inch Concrete Pipe	3.50	35.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
800	cu. yds.	Pit-run Gravel in Base	1.00	800.00
410	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	3.00	1,230.00
10	M-gals.	Sprinkling	2.50	25.00
0.33	mile	Preparation of Base	200.00	66.00
20	cu. yds.	3/4" - 0 Gravel in Binder Course	4.00	80.00
4	tons	RC-2 Asphalt in Binder Course	50.00	200.00
640	tons	Class "B" Asphaltic Concrete	7.00	4,480.00
5	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	250.00
20	cu. yds.	Aggregate in Seal Coat	5.00	100.00
		Subtotal		$ 7,571.00
		10% Engr. & Cont.		757.10
		Total		$ 8,328.10

Length	0.329 mile
Cost per mile	$25,313.37

Type Code 6201 30
Outside City (Sta. 37+17 to 83+49)

All Required		Clearing and Grubbing (25%)		$ 375.00
20	cu. yds.	Structural Excavation, Unclassified	3.00	60.00
9,200	cu. yds.	Special Borrow Excavation, Unclassified	0.50	4,600.00

230	cu. yds.	General Excavation, Unclassified	$ 0.50	$ 115.00
21,000	yd. mi.	Truck Haul on Special Borrow	0.15	3,150.00
0.62	mile	Finishing Roadbed and Slopes	500.00	310.00
60	lin. ft.	18-inch Concrete Pipe	3.50	210.00
3,500	cu. yds.	Pit-run Gravel in Base	1.00	3,500.00
550	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	3.00	1,650.00
300	M-gals.	Sprinkling	2.50	750.00
0.87	mile	Preparation of Base	200.00	174.00
80	cu. yds.	3/4" - 0 Gravel in Binder Course	4.00	320.00
12	tons	RC-2 Asphalt in Binder Course	50.00	600.00
1,950	tons	Class "B" Asphaltic Concrete	7.00	13,650.00
10	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	500.00
55	cu. yds.	Aggregate in Seal Coat	5.00	275.00
			Subtotal	$30,239.00
			10% Engr. & Cont.	3,023.90
			Total	$33,262.90

Length of Roadway 0.874 mile

Cost per mile $37,627.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside Ontario	$ 8,328.10	$ 5,166.00	$ 3,162.10
Outside City	33,262.90	20,634.00	12,628.90
	$41,591.00	$25,800.00	$15,791.00

NOTED
J. W. CATTRALL

July 17, 1952

Honorable S. Stanton
Malheur County Judge
Vale, Oregon

NOTED

NOTED
J. F. HAGEMANN

527

Dear Sir:

This is to advise that Contract No. 3687 with Babler and Rogers for grading and paving the Ontario-Evans Corner section of FAS Highways 528 and ~~529~~ was completed July 1, 1952, and accepted by the Highway Commission July 10, 1952.

Under the terms of the maintenance agreements signed by Malheur County April 9, 1952, and by the State Highway Commission April 22, 1952, the County assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, July 1, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
JUL 16 1952
FOR FILING

July 15, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Babler & Rogers a portion of the funds heretofore retained by the Commission on contract No. 3687, covering the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road in Malheur County.

This payment, in the amount of $77,522.68, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,912.13. The present payment will be released on or after July 25, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
7-15-52

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1952

Section Ontario - Evans Corner

Kind of work Grading and Paving

Highway Ontario-Lincoln Sch.County Road

Section prefix 223-1049

Contractor Babler and Rogers

Contract number 3687

Date of contract April 21, 1952

Date of completion Sept.30, 1952

Date work started April 22, 1952

Estimated date of completion July 1, 1952

Amount of contract $135,576.00

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering $130,810.35

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 3741.81, 2.9 %

Date project was completed July 1, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Should er material was place on Monday and Tuesday of this week, this was completed Tuesday morning of this week and the rest of the day spent in blading slopes and cleaning up.

The contractor has completed moving plant and equipment to Project around Bend.

RECEIVED
JUL 7 - 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed L. C. Johnson

Address Box 402, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.97	2.97		3.32	3.32
Miles partially completed					
Miles completed	2.97	2.97		3.32	3.32
Total estimated quantities	35, 340	18,300		550 c.y. 96 Tons	7, 800 tons
Estimated quantities moved or placed to date	31,570	18, 476		654 c.y. 98 tons	7,846 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		9			
Average force on project for week		20			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 12 trucks ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloud y		
Tuesday	Fair		
Wednesday	Warm		
Thursday	Warmer		
Friday	Hot		
Saturday	Cloudy		

RECEIVED
JUL 1952
FOR FILING

July 3, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 1st, 1952 on Contract No. 3687, Ontario-Evans Corner Section, in connection with Federal Aid Project No. S-126 (1), S-127 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DTP:mlr

cc: John Cattrall

RECEIVED
MAY 29 1952
FOR FILING

3687

May 28, 1952

Babler & Rogers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3687, which was awarded to you on April 21, 1952 by the State Highway Commission, for grading and paving on the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road in Malheur County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
MAY 28 1952
FOR FILING

3687

May 28, 1952

Babler & Rogers
4617 S. E. Milwaukie Ave.
Portland, Oregon

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We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22nd, 1952

SUBJECT:

To:

Mr. K. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The subcontract between Babler & Rogers and K. Dack Construction Company, covering Items 4 to 7 inclusive, on the Ontario - Evans Corner Contract No. 3687, Ore. S-126 (1) and S-127 (1) is approved, and you may so inform the interested parties.

One copy of the subcontract is being returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encl.

cc W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 22 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 15M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22nd, 1952

SUBJECT:

To:
Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The subcontract between Babler & Rogers and Lankford Bros., covering Items 2, 3, and 8 to 16 inclusive, on Contract No. 3687, Ontario - Evans Corner Section, Ore. S-126 (1) and S-127 (1), is approved, and you may so inform the interested parties.

One copy of the subcontract is being returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encl.

cc W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 22 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

May 8, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 22, 1952 on Contract No. 3687, Ontario-Evans Corner Section, in connection with Federal Aid Project No. S-126 (1), S-127 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:cw

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1952

SUBJECT: A

To:

Mr. John W. Cattrall
County & City Relations Dept

NOTED
J. F. HAGEMANN

Attached hereto are five certified copies each of two maintenance agreements with Malheur County covering the proposed Ontario-Evans Corner Section of FAS Highways 528 and 529, Oregon Projects S-126(1) and S-127(1), for forwarding to the B.P.R.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Malheur County.

Secretary

rn
attach: 10

RECEIVED
APR 27 1952
ENGINEER

Oregon Project S-127(1)
FAS Highway ~~529~~ 527

RESOLUTION

WHEREAS, a County Road in **Malheur** County, State of Oregon, known as the **Ontario-Lincoln School** County Road, is routed through the County of **Malheur**, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and **Malheur** County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS Highway 528 westerly to Evans Corner, a distance of 2.12 miles.

NOTED
J. F. HAGEMAN

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of **Malheur** will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of **Malheur**

Form cc-12

4/9/52

County, Oregon, that no encroachments will be permitted on the county road, known as the **Ontario-Lincoln School** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Malheur County, Oregon, this 9th day of April, 1952.

Attest:

E. V. Sackett
County Clerk

By A. Stanlow
County Judge

By C. S. Goodell
County Commissioner

By G. A. Masterson
County Commissioner

Form cc-12
Page 2

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The COUNTY OF MALHEUR, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 2.12 miles of the Federal Aid Secondary Hwy. 529 527 ~~highway~~ from Federal Aid Secondary Highway No. 528 westerly to Evans Corner known as the Ontario-Evans Corner Section, and to be designated as Oregon Project No. S-127(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

Form cc-30
Page 1

4/22/52

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 9th day of april, 19 52, and the Highway Department on the 22 day of April, 19 52.

COUNTY OF MALHEUR	OREGON STATE HIGHWAY COMMISSION
By S Stanton County Judge	/s/ By Ben R. Chandler As Chairman
By C. O. Horsell County Commissioner	/s/ By Chas. H. Reynolds As Commissioner
By G. A. Masterson County Commissioner	/s/ By . R. McIver As Commissioner
ATTEST: County Clerk	/s/ ATTEST: H. . Glaisyer Secretary

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission: that I have compared the foregoing agreements with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 25th day of April, 19 52

H B Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

Oregon Project S-126(1)
FAS Highway 528

RESOLUTION

WHEREAS, a County Road in **Malheur** County, State of Oregon, known as the **Ontario-Lincoln School** County Road, is routed through the County of **Malheur**, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and **Malheur** County, the section adopted for improvement being more particularly described as follows; to wit:

> **From the southerly boundary of the City of Ontario south and west to FAS Highway 529, a distance of 0.87 mile.**

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of **Malheur** will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of **Malheur**

Form cc-12

4/9/52

County, Oregon, that no encroachments will be permitted on the county road, known as the **Ontario-Lincoln School** County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of **Malheur** County, Oregon, this 9th day of April, 19**52**.

Attest:

H. S. Sackett
County Clerk

By S. Slanton
County Judge

By C. P. Frostell
County Commissioner

By G. R. Masterson
County Commissioner

Form cc-12
Page 2

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Malheur, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.87 miles of ~~the~~ Federal Aid Secondary Highway No. 528 from the southerly boundary of the City of Ontario southerly and westerly to Federal Aid Secondary Highway No. 529 known as the Ontario-Evans Corner Section, and to be designated as Oregon Project No. S-126(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

Form cc-30
Page 1

4/22/

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 9th day of April, 1952, and the Highway Department on the 22 day of April, 1952.

COUNTY OF MALHEUR	OREGON STATE HIGHWAY COMMISSION
By S Stanton County Judge	/s/ By Ben R. Chandler As Chairman
By County Commissioner	/s/ By Chas. H. Reynolds As Commissioner
By G. R. Masterson County Commissioner	/s/ By M. K. McIver As Commissioner
ATTEST: County Clerk	/s/ ATTEST: H. B. Glaisyer Secretary

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 25th day of April, 1952

Secretary

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

Form cc-30
Page 2

RECEIVED
[illegible] 1952
FOR FILING

[illegible]

3587

"A"
4/21/52

April 25, 1952

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing herewith for the records and files of the County of Malheur one fully executed copy each of two maintenance agreements between the State Highway Commission and Malheur County covering the proposed Ontario-Evans Corner Section of FAS Highways 528 and 529, Oregon Projects S-126(1) and S-127(1).

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

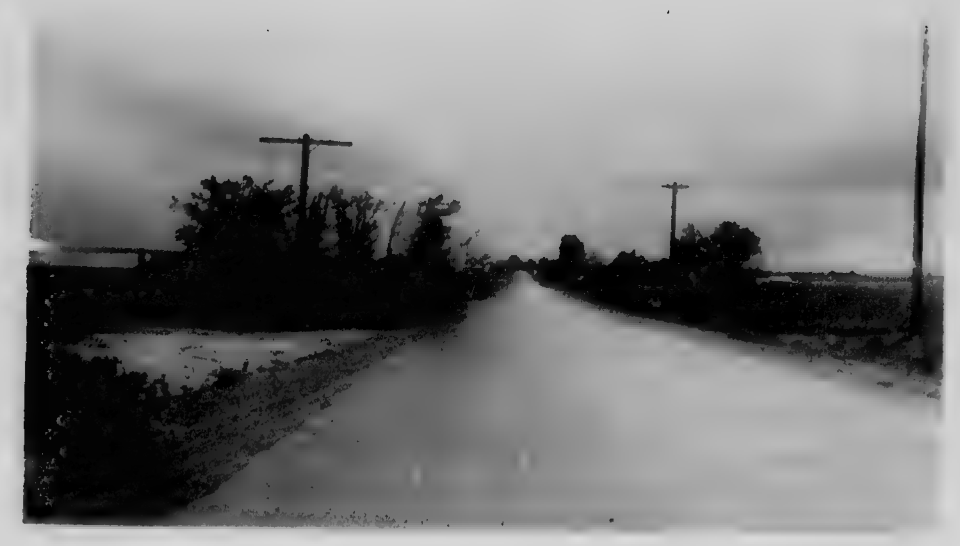
Secretary

rn
Enc. 2

FAS 527 County Malheur Contract No. 368[illegible]

Section [illegible] Corner

Location [illegible] W. [illegible]



RECEIVED
FOR FILING

April 23, 1952

Babler and Rogers
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3687 for the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road, south and west of Ontario in Malheur County. This award was based on your low bid of $135,576 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

RECEIVED
APR [illegible] 1952
FOR FILING

[illegible]
[illegible]
[illegible]

S-126 (1)

April 23, 1952

Mr. F. C. McShane, City Recorder
City Hall
Ontario, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your city a fully executed copy of a maintenance agreement between the State Highway Commission and the City of Ontario covering the portion of the proposed Ontario-Evans Corner Section, Oregon Project S-126(1), within the city of Ontario.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING
OREGON DISTRICT

[illegible]
[illegible]
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 21, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-127(1), Ontario-Evans Corner Section of the Ontario-Lincoln School Road, to Babler and Rogers of Portland, Oregon, low bidder in the total amount of $135,576.00 for this project combined with Project S-126(1) at the April 21, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

April 21, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-126(1), Ontario-Evans Corner Section of the Ontario-Lincoln School Road, to Babler and Rogers of Portland, Oregon, low bidder in the total amount of $135,576.00 for this project combined with Project S-127(1), at the April 21, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NOTED
J. W. CATTRALL

April 18, 1952

Honorable S. Stanton
Malheur County Judge
Vale, Oregon

NOTED
Harold C. Ayers

Dear Judge:

This is to acknowledge receipt of seven copies each signed by the Malheur County Court of two encroachment resolutions and two maintenance agreements in connection with the Ontario-Evans Corner project.

We are returning the original copies of the encroachment resolutions for the County's records. After signature by the Highway Commission, a fully executed copy of each maintenance agreement will be returned. Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
J. F. HAGEMANN

A. P. Goodell, Commissioner
Rt. 1, Nyssa, Oregon

G. A. Masterson, Commissioner
Westfall, Oregon

COUNTY COURT

Of Malheur County, Oregon
S. STANTON, County Judge
VALE, OREGON

NOTED
J. W. CATTRALL

April 9, 1952

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please be advised that the Malheur County Court approves plans and specifications for the Ontario-Evans Corner Section, S-126(1) and S-127(1), as prepared by the Oregon State Highway Commission.

Very truly yours,

MALHEUR COUNTY COURT

S Stanton
County Judge

A. P. Goodell
Commissioner

G. A. Masterson
Commissioner

RECEIVED
APR 17 1952
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

April 8, 1952

NOTED
Harold C. Ayers

Honorable S. Stanton
Malheur County Judge
Vale, Oregon

NOTED
J. F. HAGEMANN

Dear Judge:

Enclosed are seven copies each of two standard forms of maintenance agreements and two standard forms of encroachment resolutions covering that portion of the Ontario-Evans Corner section outside the City of Ontario. Two agreements and resolutions are required in this case as the project extends over portions of two Federal Aid Secondary Highways. These standard forms are a requirement of the Bureau of Public Roads and must be executed by the County prior to awarding of a contract. Please return all seven copies of each maintenance agreement and six copies of each encroachment resolution, signed and attested, to this office. After signature by the State Highway Commission, a fully executed copy of each maintenance agreement will be returned for the County's records.

Also enclosed is a copy of the plans and specifications for this project. A further requirement of the B.P.R. is that the Highway Commission obtain approval of these plans and specifications by the County. Please send with the signed agreements and resolutions a letter stating that the Malheur County Court approves the plans and specifications for the Ontario-Evans Corner Section, S-126(1) and S-127(1), as prepared by the Oregon State Highway Commission.

So that there will be no delay in awarding of a contract, please forward the signed agreements and resolutions and approval of plans and specifications so as to arrive in this office prior to April 14.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Salem, Oregon
April 8, 1952

Mr. Forrest Cooper
Right-of-Way Engineer

Attached is a copy of a real estate option obtained by Malheur County from Darrel and Mary E. Knapp covering a gravel pit and haul road in connection with the Ontario-Evans Corner FAS project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

RECEIVED
1952
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-126(1)
[illegible]
[illegible]

S126(1)

April 4, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-126 (1), Ontario-Evans Corner Section of the Ontario-Lincoln School road have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions executed by the County Court prior to the project agreement estimate.

Yours very truly,

C G Polk
C. G. Polk
District Engineer

RECEIVED
[illegible]
FOR FILING

[illegible]
[illegible]
[illegible]

March 10, 1952

[illegible]

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Item 179, Project S-126 (1), of our Federal-aid Secondary Highway Program contemplates an expenditure of $150,000 on highway FAS-528. We are now requested by the county officials to split this expenditure between highway FAS-528 and highway FAS-527, allotting $45,000 to the first and $105,000 to the second.

To accomplish this objective, we are submitting under separate cover a request for program change for Item 179, Project S-126 (1), reducing the length of project from 4.0 miles to 1.2 miles; changing the character of work from grading, draining and intermediate type surfacing to grading, draining and high type paving; and reducing the estimated cost from $150,000 to $45,000. As a required additional action, we are by this letter requesting addition to the Federal-aid Secondary Program of a project on highway FAS-527 as follows:

Item No.	181
County	Malheur
Project No.	S-127 (1)
F. A. Route No.	FAS-527
State Route No.	County Road
Termini	Junction with FAS Rt. 528 (1.2 mi. S. of Ontario), west 2.11 miles
Estimated Total Cost	$105,000
Federal Funds	$ 65,000
State Funds	$ 40,000
Length (Miles)	2.11
Character of Work	Grade, drain and 2-lane high type pavement

The portion of Federal-aid Secondary Highway 527 proposed for improvement is of good alignment and fair grade, but it carries only a very light gravel surface. The proposed improvement consists of the grading of an adequate roadbed and the construction thereon of a surfacing consisting of an 8-inch gravel base with a 3-inch asphaltic concrete wearing surface, 20 feet wide with 3-foot gravel shoulders.

The area served by the road is an irrigated and fairly densely settled agricultural area. The improvement is of high priority in the county.

Traffic information for the project is as follows:

1951 Data:

A. D. T.	250
Per cent commercial	25

196[illegible] Data:

A. D. T.	350
30th peak hour	40
Per cent commercial	25

A sketch map showing the location of the project is enclosed.

The project has been selected by the Highway Commission and the appropriate local road officials in cooperation with each other as required by the provisions of the Federal-aid Highway Act of 1950. No steel is required.

Very truly yours,

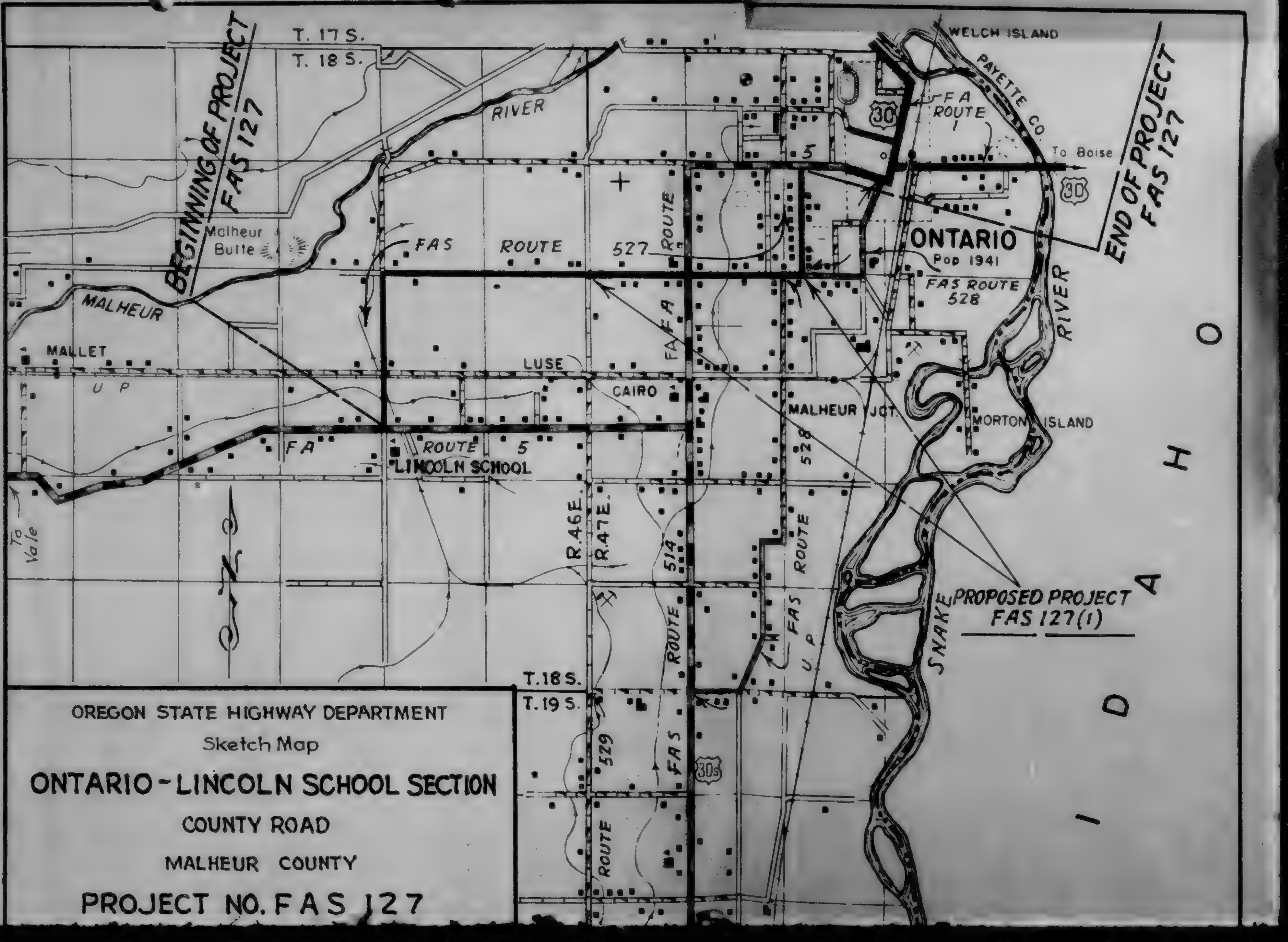
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Encl.



OREGON STATE HIGHWAY DEPARTMENT

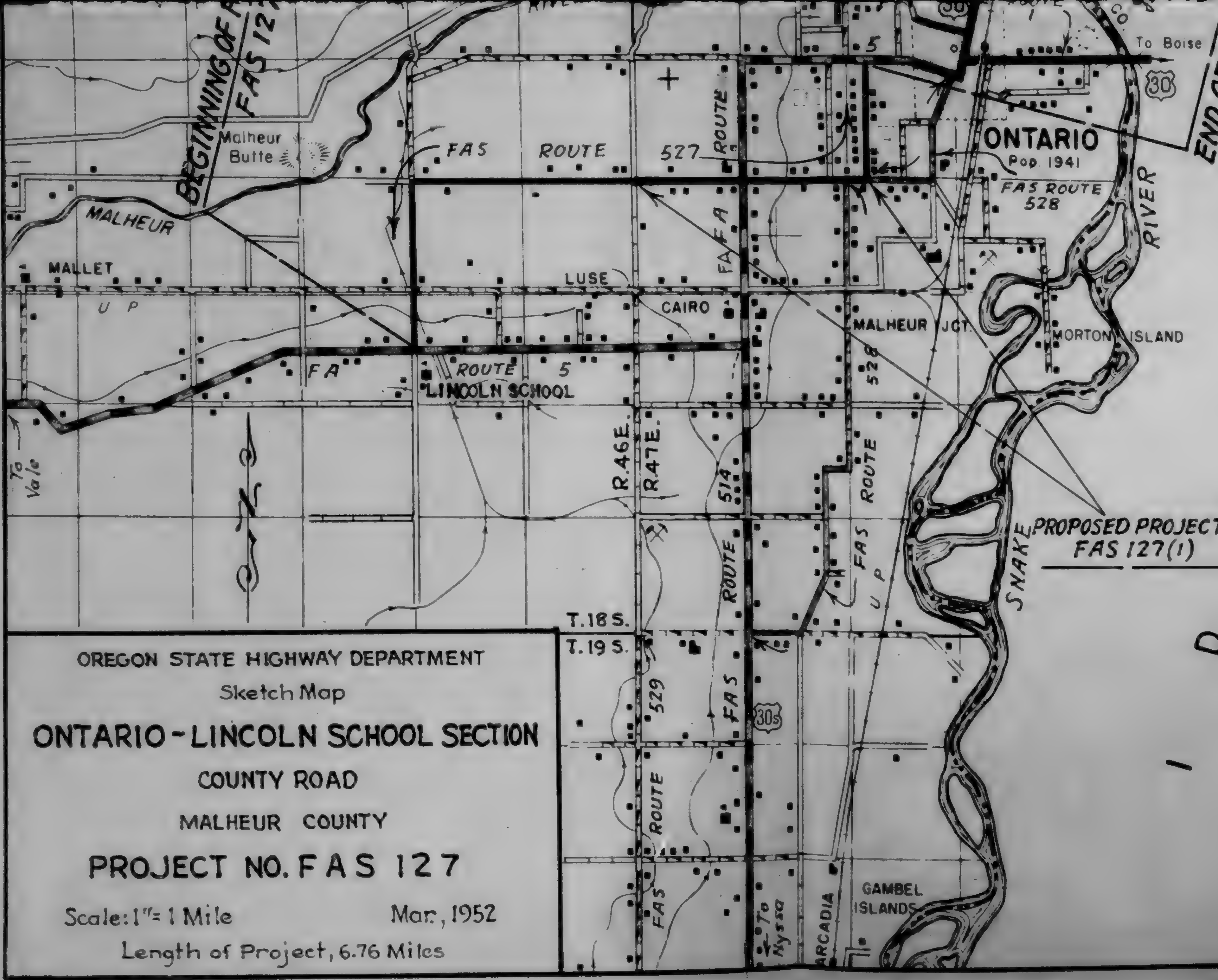
Sketch Map

ONTARIO - LINCOLN SCHOOL SECTION

COUNTY ROAD

MALHEUR COUNTY

PROJECT NO. FAS 127



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

ONTARIO - LINCOLN SCHOOL SECTION

COUNTY ROAD

MALHEUR COUNTY

PROJECT NO. FAS 127

Scale: 1" = 1 Mile
Mar., 1952

Length of Project, 6.76 Miles

RECEIVED
FOR FILING
OREGON DISTRICT

[illegible]
[illegible]
[illegible]

S-127(1)

Files

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 4, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. papers for Oregon Project S-127(1), Ontario-Evans Corner Section of the Ontario-Lincoln School Road have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit the usual copies of encroachment and maintenance resolutions executed by the County Court prior to the project agreement estimate.

Yours very truly,

CGPolk
C. G. Polk
District Engineer

1952
FOR FILING

Files

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

[illegible]
S-127(1)
36[illegible]1

March 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The route sketch map for Oregon FAS-127, Ontario to Lincoln School in Malheur County is approved today subject to the condition that the railroad grade crossing within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

NOTED
W. C. WILLIAMS

RECEIVED
MAR 28 1952
OFFICE OF
STATE HIGHWAY ENGINEER

IVED
FOR FILING

[illegible]
[illegible]
[illegible]

March 24, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of project statement map for the Ontario-Lincoln School Section, Project No. FAS-127.

Very truly yours,

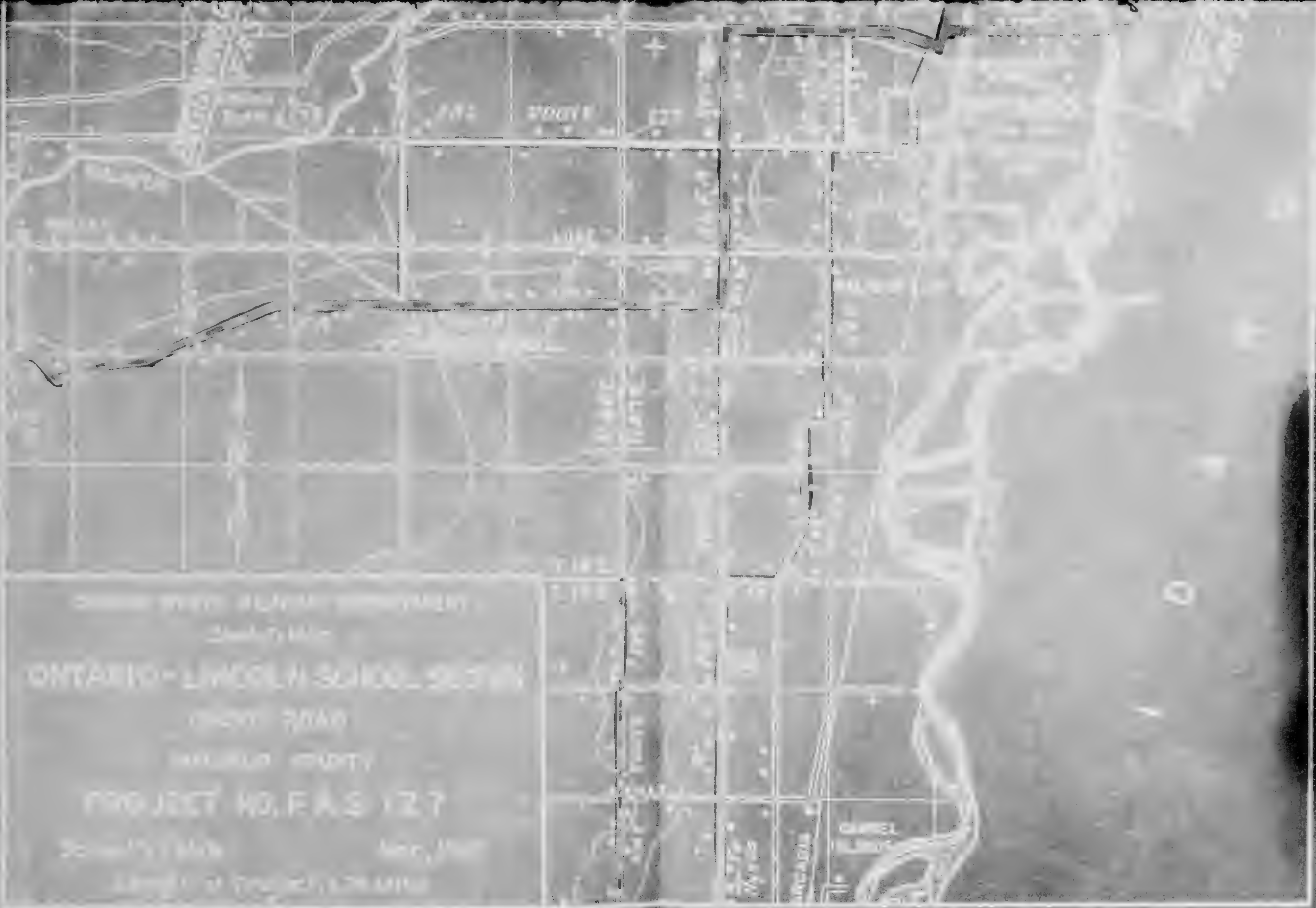
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

T. 17 S.
T. 18 S.
RIVER
SNAKE
ROUTE
I D A H O
SECTION
NO. F.A.S. 127
F.A.S. 127


OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
ONTARIO - LINCOLN SCHOOL SECTION
MALHEUR COUNTY
PROJECT NO. F.A.S. 127
ARCADIA

NOTED
J. W. CATTRALL

March 17, 1952

Honorable S. Stanton
Malheur County Judge
Vale, Oregon

NOTED
J. F. HAGEMANN

FAS 528

Dear Judge:

This is to acknowledge receipt of five executed copies of an option on a parcel of land to be obtained from Darrel Knapp et ux to be used as a source of gravel and haul road during the construction of the Ontario-Evans Corner project.

One copy is sufficient for our records so we are returning four copies and a copy of the sketch map. A photostatic copy of the deed would be appreciated.

Thank you for your prompt attention to this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-129X 25M 6-51

[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 7, 1952

Mr. S. Stanton
Malheur County Judge
Vale, Oregon

File No. 18780
Ontario South Section
Ontario South County Road Highway

NOTED
Harold C. Ayers

Dear Judge Stanton:

At Mr. Fred Hagemann's request we are forwarding you two prints of our drawing 1R-5-222 showing the property Malheur County is proposing to lease from Darrel Knapp, et ux. This property is the one for which Mr. Hagemann left a description and option in your office Wednesday, March 5, 1952.

Yours very truly,

C. W. ENFIELD
Chief Counsel

NOTED
J. F. HAGEMANN

By

EARL F. SALING
Right of Way Office Manager

EFS/bdr
Enc.
cc: Mr. John Cattrall
cc: Mr. F. Cooper

RECEIVED
MAR 10 1952
ENGINEER
[illegible]

MEMO TO FILES - 3/7/52

SUBJECT: 1953 FAS Project - Malheur County Road,
FAS 527 & 528

Met with the Malheur County Court on 3/5/52 and discussed the proposed 1953 County Road FAS project in Malheur County.

The Court requested that the project be extended one mile west of the Old Oregon Trail on FAS 527 (see attached map) to utilize the balance of the $150,000 allocation, with ultimate improvement of the balance of FAS 527 westerly and southerly to a junction with the Central Oregon Highway, a distance of approximately 3.5 miles. They prepared and signed a letter approving the project as revised.

FAS 527 between the Central Oregon and Old Oregon Trail Highways taps a large, flat, irrigated area. Cattle, sheep, sugar beets, and miscellaneous crops are raised in this area. The present road becomes almost impassable during thaws.

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM

A. P. Goodell, Commissioner
Rt. 1, Nyssa, Oregon

G. A. Masterson, Commissioner
Westfall, Oregon

COUNTY COURT
Of Malheur County, Oregon
S. STANTON, County Judge
VALE, OREGON

March 5, 1952

Oregon State Highway Commission
Salem, Oregon

Attention: John W. Cattrall

Gentlemen:

The Malheur County Court approves a revision of the proposed Federal Fiscal Year 1953 County Road Federal Aid Secondary Project as originally approved on October 10, 1951, to read:

FEDERAL FISCAL YEAR 1953 FUND

1. County Road (FAS 527 (part) and 528 (part), Ontario - South and East - 3.3 miles grade and asphaltic concrete pavement - - - - - - - - - $150,000

MALHEUR COUNTY COURT

S Stanton
County Judge

A. P. Goodell
County Commissioner

G. A. Masterson
County Commissioner

E-123 25M 10-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 3, 1951

Harold C. [illegible]

Malheur County Court

Vale, Oregon

Gentlemen:

The Federal Aid Highway Act of 1950 provides that projects to be constructed with Federal Aid Secondary funds shall be selected by "the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following projects in Malheur County for construction from the Federal Aid Secondary fund as indicated.

FEDERAL FISCAL YEAR 1952 FUND	
1. Nyssa-Adrian State Highway (FAS 518) - Nyssa-Adrian Section, 12 miles grading and asphaltic concrete paving	$300,000
FEDERAL FISCAL YEAR 1953 FUND	
1. County Road (FAS 528) - Ontario-South 4 miles grade, surface, and oil	$150,000

If the Malheur County Court concurs in the selection of the above projects, please indicate so by signing the second copy of this letter in the space provided and returning same to this office. The Court previously approved the 1952 fund project; however, in order to consolidate our records it is also included above.

It would be appreciated if the Court will give this matter its immediate attention so that we may proceed with the surveys and preparation of plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall
By: John W. Cattrall
Engineer, County and City Relations

COUNTY COURT OF MALHEUR COUNTY

Date 10-10-51

S Stanton
Judge

C. O. Goodell
Commissioner

G. A. Masterson
Commissioner

24-1203 Marion and Summer Streets 1952
(Salem) Paving Project.
#3648

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 3, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3688	3-final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11501	R-43797	$ 733.82	July 3, 1952

* Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: None

Completion Date: May 27, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
J. S. Hen

RECEIVED

FOR FILING

June 20, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3688 for paving on the Marion and Summer Streets Section in Salem, Marion County, was completed by the contractor, Warren Northwest, Inc., on May 27, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $733.82 will be released to the contractor after formal acceptance by the Commission. The total contract amount is $24,460.65, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this contract. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

6-20-52 g

RECEIVED
JUN 1952
FOR FILING

June 9, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3688, for paving on the Marion and Summer Streets Section in Salem in Marion County.

This payment, in the amount of $6,206.08, will be released to the contractor on or after June 19, 1952. The retained percentage is $733.82.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
6-9-52

Form E-1—10M—4-51
24-4203

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May-31, 1952

Section Manning & Sumner Streets

Kind of work Paving

Highway City Streets

Section prefix 24 4203

Contractor Warren Northwest Inc.

Contract number 3688

Date of contract April-21, 1952

Date of completion July-31, 1952

Date work started [illegible], 1952

Estimated date of completion ...., 19....

Amount of contract $25,675.00

Per cent of time elapsed 40 %

Estimated cost of completed project, exclusive of engineering $27,561.88

Per cent of contract completed, based on total contract price 58.5 %

Engineering cost to date $1000.00, 39 %

Date project was completed May-27, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed Gutter change on Paving.

State Force – Acc # 233 – have approx. 60 % of their work complete

RECEIVED
MAY 29 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kenneth E. [illegible]

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

[redacted]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday	Clear		Clean up work completed this day.
Tuesday	Cloudy		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 28 1952
DIVISION ENGINEER

RECEIVED
MAY 15 1952
FOR FILING

May 14, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, four fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3668, for paving on the Marion and Summer Streets Section in Salem, awarded April 21, 1952.

Contract No. 3699, for paving on the Silverton (McClaine St. & W. Main St.) City Streets Section, awarded April 22, 1952.

Contract No. 3700, covering the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County, awarded April 22, 1952.

Contract No. 3705, covering the Forest Grove (19th Ave. & Elm St.) and Cornelius ("F" St. N.) Sections in Washington County, awarded April 22, 1952.

These contracts are for your records and files.

We are also sending executed copies of the above contracts to the surety on your performance bonds.

Very truly yours

ORBGON STATE HIGHWAY COMMISSION

Secretary

gl

Processed 5/14

RECEIVED
FOR FILING

April 23, 1952

Warren Northwest Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3688 for the Marion and Summer Streets Paving Project in Salem, Marion County. This award was based on your low bid of $25,675.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

RECEIVED
FEB 28 1952
FOR FILING

24-4 [illegible]
#2 [illegible]

Salem

Salem, Oregon
February 14, 1952

Mr. E. A. Collier

I again discussed with Mr. Baldock this date the proposed resurfacing of Marion Street in Salem, for which there is included in the 1952 special maintenance budget the sum of $30,000. Mr. Baldock is not in favor of attempting to patch out the street with state forces, but wishes to do this work by contract; therefore, the project should be worked up and scheduled for contract letting not later than the April meeting.

There is another project in the 1952 minor betterment budget, approved by the Commission, for improvements to the Eddyville-Blodgett Secondary Highway between Eddyville and Nashville, for widening, draining, and surfacing in the amount of $35,000, authorized by the Commission August 20, 1951. This project should also be worked up and scheduled for contract letting.

121-16-1
2698

W. W. Stiffler

WWS:er

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. S. H. Probert

24-1604 1952

Woodburn Traffic Signals.

43689

RECEIVED
FOR FILING
21-1004

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 13, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3689	2-final	ELECTRIC CORPORATION	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4215	R-62100	$ 483.75	3/13/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Aug. 31, 1952**

Time Extensions: **Extended to Nov. 30, 1952 without penalty**

Completion Date: Nov. 30, 1952

Date Accepted: Feb. 17, 1953

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-17-53**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: 3-18-53

RECEIVED
FEB 26 1953
FOR FILING

34-1 -1

[illegible]

February 25, 1953

General Casualty Company of America
Huggins Insurance Agency
373 No. Church St.
Salem, Oregon

Gentlemen:

State Highway Contract No. 3689 for installing traffic signals on Young Street in Woodburn on the Pacific Highway East, Marion County, was completed by the contractor, Electric Corp., on November 30, 1952 and was formally accepted by the Highway Commission on February 17, 1953.

Final payment in the amount of $483.75 will be released to the contractor on or after March 7, 1953. The total contract amount is $3,870.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
2-25-53, gl

RECEIVED
FOR FILING
24-1691
[illegible]

December 11, 1952

Electric Corp.
1270 Wilber St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 30 days, from August 31 to and including November 30, 1952, within which to complete your contract No. 3689 for installing Woodburn Traffic Signals at Young Street on the Pacific Highway East in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. F. Walker,
Division Engineer

Haven Nutting,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
NOV 6 1952
FOR FILING

4-1

2667

November 3, 1952

Request for extension of time
No. 5
November 24-25 meeting.

State Highway Commission

Gentlemen:

Re: Woodburn Traffic Signals
Contract 36 9
Electric Corporation, Contractor

Herewith copy of a request for an extension of time in which to complete the installation of the traffic signals in Woodburn.

These traffic signals have been in operation since September 19th. There is one box extension yet to be delivered which has prevented us from making final acceptance of the job. It is recommended that the extension from August 31, the contract completion date, to and including November 30, 1952, be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
MAY 29 1952
FOR FILING

[illegible]

3689

May 28, 1952

Electric Corp.
1270 Wilber St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3689, which was awarded to you on April 21, 1952 by the State Highway Commission, covering Woodburn Traffic Signals at Young Street on Pacific Highway East in Marion County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED

FOR FILING

April 23, 1952

Electric Corporation
1270 Wilber Street
Salem, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3689 for the Woodburn Traffic Signals at the intersection of the Pacific Highway East and Young Street in Marion County. This award was based on your low bid of $3,870 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc
H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa, SIAC

Enclosure

RECEIVED
APR [illegible] 1952
FOR FILING

24- 4

#3649

Woodburn

3258
3262

April 18, 1952

Mark H. Thompson, City Recorder
City Hall
Woodburn, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your city a fully executed copy of an agreement between the State Highway Commission and the City of Woodburn covering the proposed traffic signal installation at the intersection of Pacific Highway East and Young Street in the City of Woodburn.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FOR FILING

FORM E-30

3258
3262

MISC. CONTRACTS and
AGREEMENTS No. 137

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1952

SUBJECT: Assignment #3262

Woodburn

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Attached are three copies of an agreement covering the proposed traffic installation at the intersection of Pacific Highway East and Young Street in the City of Woodburn.

Two copies of this agreement have been signed by the proper city officials and are ready for presentation to the Commission. Please note that approval by the Chief Counsel is lacking.

The city's check in the amount of $2,250 representing its share in the estimated total cost has already been deposited.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

NOTED
W. C. WILLIAMS

RHP:MM
Att.

AUT[illegible]
DATE 8-21-50 Minute Page 17094
Secretary

RECEIVED
APR 7 1952
OFFICE OF
STATE HIGHWAY ENGINEER

March 24, 1952 **ASSIGNMENT** No. 3262
By WCW

Description: Thomas Reeder's letter of March 14 & Mr. Crandall's letter of March 20 regarding State-City agreement for proposed traffic signal installation at intersection of Pacific Highway East and Young Street in Woodburn--6 copies of agreement attchd.

Acknowledged by _____ Referred to [illegible] Cattrall

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ______ Report received ________

Remarks: For execution by city.
WCW

MISC. CONTRACTS and
AGREEMENTS No. 1375

FORM E-30 29M 6-51 49713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 20, 1952
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: State-City Agreements
Traffic Signal Installation
Pacific Highway East and Young Street
Woodburn
Assignment No. - WCW 3258

To: W. C. Williams

I am returning herewith six copies of the State-City agreement for the proposed traffic signal installation at the intersection of the Pacific Highway East and Young Street in Woodburn. These agreements have been checked, found correct, and may be sent to the city for signature.

Your attention is drawn to the fact that the city has already deposited its check for one-half the estimated cost of installation.

Crandall
E. B. Crandall
Traffic Engineer

VJ:sb

Attachment

NOTED
W. C. WILLIAMS

RECEIVED
MAR 24 1952
ENGINEER
C[illegible]ATIONS

ASSIGNMENT

March 19, 1952

No. 3258
By

Description: Thomas Reeder's letter of March 14 and original and five copies of agreement between State and City of Woodburn relative to signal installation at intersection of 99E and Young Street in Woodburn

Acknowledged by _____ Referred to __Grandall ✓_______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature
____

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 3-24-52 Report received _________

Remarks: Please check and return.

WCW

TRAFFIC ENGINEER

CONTRACTS and
AGREEMENTS No. 137

FORM 2-90 25M 8-51 47199

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

March 14, 1952
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT:

To:

Mr. W. C. Williams
First Assistant State Highway Engineer
OFFICE

Dear Sir:

Herewith you will find the original and five copies of the proposed agreement by and between the State and the City of Woodburn, relative to a signal installation which is to be located at the intersection of Pacific highway East and Young Street within the City of Woodburn.

In as much as the plans which are to be marked "Exhibit A" and attached to this agreement are not available at this time, they are to be attached by the Traffic Engineer upon the forwarding of said agreements to him.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
Thomas J. Reeder

TJR:jfw

encls: 6

NOTED
W. C. WILLIAMS

NOTED
AL HEAD

RECEIVED
MAR 20 1952
TRAFFIC ENGINEER

RECEIVED
FOR FILING
FORM E-90X 29M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

February 29, 1952
Salem, Oregon

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Pacific Highway and Young Street
Woodburn

To: C. W. Enfield
Legal Department

The Highway Commission at its meeting on August 20-21, 1950, approved the installation of a traffic signal at the intersection of Pacific Highway East and Young Street in the City of Woodburn. At that time the city was not in a financial position to participate in this installation. The city has now signified its willingness to go ahead with this work. Will you please prepare the necessary State-City agreement. It is believed that the following material should be contained in the agreement:

(1) The intersection involved is that of the Pacific Highway East, Hwy. No. 1E, US99E, and Young Street, the Hillsboro-Silverton Highway No. 140, Oregon 212.

(2) It is planned to install semi-actuated traffic signals complete with detectors on the Young Street entrance and push-buttons to control pedestrian movements across US99E at this intersection.

(3) The installation is estimated to cost $4500.

(4) The State shall make the installation either by contract or with its own forces and, in the first instance, pay all costs thereof. The final cost shall be shared equally between the City and State.

(5) The City shall, when returning the signed agreements, submit its check for one-half the estimated cost of the installation.

(6) The City shall, after the signals have been installed, maintain the installation and pay for all electrical energy consumed. The City shall make no changes in the timing program without prior approval in writing from the State.

(7) It is agreed between the two parties that at such time when the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as those for the original installation.

The plans for this installation are in the process of preparation, but have not been completed at the present time. They will be completed in time for inclusion in the final agreements.

C. W. Enfield
2/29/52

Preparation of State-City Agreement
Proposed Traffic Signal Installation
Pacific Highway and Young Street
Woodburn

If, after preparation, you will submit the agreements through Mr. Williams office, we will check them before further processing.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ:sb

cc: W. C. Williams ✓
J. W. Cattrall

[illegible]) [illegible] Co. of [illegible] [illegible]. [illegible]
[illegible] [illegible], [illegible]
[illegible]

R.H. Boldock

RECEIVED
FOR FILING

November 17th, 1953

Lena-Nye Section
Contract #3690

FINAL COST ANALYSIS
Grading & Oil Mat Surfacing
O. C. Yocom Co., Contractor
W. S. Hodge, Resident Engineer

NOTED
State Highway Engineer

Heppner Highway
Prefix 25-1023

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$21,000.00	$	$ 5,343.49	$21,000.00
Struct. Excavation	668.6	Cu. Yd.	2.50	1.12	749.44	1,671.50
Trench "	443.3	" "	2.00	1.42	630.06	886.60
General "	119,953	" "	0.60	0.92	110,396.56	71,971.80
Short Overhaul	173,300.2	Yd. Sta.	0.02	0.023	4,140.57	3,466.00
Long "	2,695.9	C-Yd. Sta.	0.60	0.91	2,478.42	1,617.54
Finish R/B & Slopes	17.61	Mile	1,000.00	358.47	6,312.74	17,610.00
18" Corr. Iron Pipe	914	Lin. Ft.	4.00	4.04	3,694.51	3,656.00
24" " " "	352	" "	5.00	5.59	1,968.94	1,760.00
36" " " "	226	" "	12.00	10.18	2,302.05	2,712.00
18" Concrete Pipe	525	" "	4.00	3.59	1,886.69	2,100.00
24" " "	156	" "	5.00	4.32	673.82	780.00
36" " "	42	" "	12.00	8.66	363.72	504.00
Salvage Culvert Pipe	1,310	" "	1.50	1.31	1,714.49	1,965.00
4" - 0 Rock in Base	52,813	Cu. Yd.	1.78	1.30	68,599.25	94,007.14
3/4" - 0 Rock in Base	21,742	" "	2.18	2.09	45,435.08	47,397.56
Sprinkling	1,886.8	M/Gal.	3.00	2.39	4,506.22	5,660.40
Preparation of Base	21.05	Mile	150.00	157.75	3,320.74	3,157.50
Furnish & Place 3/4" -0 in Binder	3,018	Cu. Yd.	2.75	2.37	7,168.58	8,299.50
Furnish & Place Aggregate	12,653	" "	2.90	2.38	30,098.96	36,693.70
Furnish & Place MC-2 in Binder	431.17	Ton	39.00	38.73	16,698.89	16,815.63
Furnish & Place 150-200 Asphalt	784.68	"	38.00	37.20	29,188.71	29,817.84
Furnish & Place RS-1 Asphalt	228.98	"	41.00	40.79	9,339.67	9,388.18

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1, Purchase Excess 151-200 Asphalt in Barrels	1.14	Ton	$29.50	$29.50	$ 33.63	$ 33.63
PA #2, Purchase Excess Cr. Rock ¼"-#10 in S.P.	515.8	Cu. Yd.	1.50	1.59	820.12	773.70
PA #2, ½"-¼" Cr. Rock in S.P.	1,117.6	" "	1.50	1.59	1,776.98	1,676.40
PA #2, 3/4"-½" Cr. Rock in S.P.	1,288.0	" "	1.50	1.59	2,047.92	1,932.00
PA #2, 3/4"-0" Cr. Rock in S.P.	160.2	" "	1.50	1.59	254.72	240.00
PA #2, 1¼"-3/4" Cr. Rock in S.P.	669.9	" "	1.50	1.59	1,065.14	1,004.85
					$363,010.11	$388,598.77

Gross Revenue	$388,598.77
Total Cost	363,010.11
Net Profit	$ 25,588.66

Net Profit Equals 6.58% of Gross Revenue

Lena-Nye
Contract #3690

Detail of Cost

Labor:

Labor & Supervision	$119,482.81	
Labor Insurance	8,130.83	
		$127,613.64

Materials:

18" Corr. Iron Pipe	914 Lin. Ft. at $2.80	$ 2,559.20	
18" Bands	35 Each " 4.19	146.65	
24" Corr. Iron Pipe	352 Lin. Ft. " 4.28	1,506.56	
24" Bands	17 Each " 5.18	88.06	
36" Corr. Iron Pipe	226 Lin. Ft. " 8.51	1,923.26	
36" Bands	12 Each " 8.45	101.40	
18" Concrete Pipe	525 Lin. Ft. " 2.15	1,128.75	
24" " "	156 " " " 3.10	483.60	
36" " "	42 " " " 6.00	252.00	
Asphalt:			
MC-2	431.17 Ton at $25.25	10,887.05	
150-200	784.68 " " 22.50	17,680.95	
RS-1	228.98 " " 25.20	5,770.30	
Freight on Asphalt		6,651.46	
			49,179.24

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$ 80,059.57	
" " , Hired	19,200.00	
Rented Trucks	10,617.93	
Gas, Oil and Grease	28,238.67	
Explosives & Drill Steel	17,635.77	
P.L. & P.D. Insurance	1,493.54	
P.U.C.	545.77	
Small Tools & Misc. Supplies	2,500.00	
Move In, Freight & Cartage	9,764.34	
Bond	3,271.49	
Home Office & General Overhead	12,870.15	
		186,217.23

Total Cost $363,010.11

Remarks:

This was a "Federal Aid Secondary Project" calling for regrading 17.56 miles of highway roadbed, construction of 20.98 miles of rock base and shoulders and Type O-11 oil mat wearing surface. The project was bid and awarded April 21st, 1952. Work was started September 3rd, 1952, and was completed July 1st, 1953.

Clearing and grubbing consisted of sagebrush and was done with D-8 cat and dozer and a 99H Austin Western blade with two men burning. The bid was unbalanced, and a large profit was realized.

Grading operations started September 15th, 1952, and was completed May 23rd, 1953. Grading was done with the following owned equipment: two D-8 cats and one 15-yard scraper, one 5½-yard Tournapull, one ½-yard shovel, two 99 Austin Western blades, one 6-yard Dumptor, three compressors, one ripper, two wagon drills. Hired equipment consisted of five D-8 cats and dozers, two D-7 cats and dozers, one 3/4-yard shovel, one #12 Caterpillar blade, two 6-yard Dumptors, one 210 CFM compressor and one wagon drill. Excavation consisted of a dice rock formation which had to be drilled and shot and some large boulders. Very little dirt was encountered from Station 178 to 764, as the new line followed the old roadbed in this section. The main part of the excavation was side cuts which took considerable time, as it was necessary to drill and shoot more than once, causing the contractor to move his equipment back and forth over the same sections.

The contractor's bid price of $0.60 per cubic yard was too low for solid rock excavation. The use of a ½-yard shovel was too small for rock excavation and slowed down production, and the use of hired equipment increased the cost, causing the contractor to suffer a loss.

The construction of 20.98 miles of rock base and shoulders, involving 74,555 cubic yards of crushed materials, was obtained from three different sources located at Station 282, 539 and 899. The base material was obtained from all three quarries, and the oil rock was obtained from quarries at Station 282 and 899. The contractor moved his crusher into the quarry at Station 282 and set up and crushed the oil rock to be stockpiled at this site, then crushed out the 4" - 0" which was hauled direct to the road, as the grade was completed. The equipment used in this operation was a three-crusher, semi-portable crushing plant, two D-8 cats and dozers, one 315 CFM compressor and wagon drill and one ½-yard shovel. The hauling and surfacing equipment used was four 8-yard trucks, two 99W graders, one 10-ton roller and one 12-ton, three-wheel roller, also three 5-yard hired trucks. As the haul was extended the crushing plant was moved to the quarry at Station 899 and then to the quarry at Station 539. The material from all of the sources was of a dice rock formation, and on the 4" - 0" very little crushing was necessary. With good bid prices and low crushing costs, a profit was realized.

The construction of 20.98 miles of binder course and Type O-11 oil mat wearing surface, involving 1,444.83 tons of asphalt, was started April 22nd, 1953, and was completed June 20th, 1953. Very little time was lost due to bad weather. The equipment used in this operation was one ½-yard shovel, two 99W blades, three 8 cu. yd. trucks, three 5-yard trucks, two 1,500-gal. transports, one 1,500-gal. distributor, two 12-ton, three-wheel rollers, two 10-ton tandem rollers. The asphalt was shipped from Portland in tank car to Pilot Rock. Two

Cleaver Brooks retorts were used for reheating of the asphalt. Two 1,500-gal. transports were used to haul from Pilot Rock to the job. Due to slow progress and low bid prices, only a small profit was realized on the oiling.

This job was awarded in April, but work was not started until September, as the project was ideal for winter work and the contractor kept part of his organization busy all winter. Progress on this project was rather slow, but the contractor realized a fair profit.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
FOR FILING

[illegible]-1-[illegible](1)
369

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 10, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3690	11 & 12 Final	O. C. YOCOM CO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22078	R-80252	$ 15,509.38	11/[illegible] 9/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1953

Time Extensions: None

Completion Date: July 1, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-10-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

a a Wicklander

NOTED ON CARD
11-12-53

RECEIVED
OCT 28 1953
FOR FILING

3690

October 27, 1953

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 3690 for work performed on the Lena-Nye Section of the Heppner Highway in Morrow and Umatilla Counties was completed by the contractor, O. C. Yocom Co., on July 1 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $15,509.38 will be released to the contractor on or after November 6, 1953. The total contract amount is $388,598.77 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
J. S. Laird, Agent
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1

S-125(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #68 FINAL

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 15, 1953

Section Lena-Nye

Kind of work Grading & Oil Mat Surfacing

Highway Heppner

Section prefix 25-1023

Contractor O. C. Yocom Co.

Contract number 3690

Date of contract April 21, 1952

Date of completion July 31, 1953

Date work started Sept. 3, 1952

Estimated date of completion July 1, 1953

Amount of contract $449,075.23

Per cent of time elapsed 93.3 %

Estimated cost of completed project, exclusive of engineering $391,584.74

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $35,522.13, 99.6 %

Date project was completed July 1, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Plan to send in the semi-final to La Grande, Monday August 17.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

FORREST COOPER

RECEIVED

Signed

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

0-11

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	17.56	17.56		21.0	
Miles partially completed					
Miles completed	17.56	17.56		21.0	
Total estimated quantities	119,973	74,555		12,653	
Estimated quantities moved or placed to date	119,973	74,555		12,653	
Average daily quantities				600	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair-cloudy		
Friday	Fair		
Saturday	Fair		

RECEIVED

FOR FILING

3-1054

3690

July 10, 1953

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

It is the intention of the State Highway Commission to release to O. C. Yocom Co. a portion of the funds heretofore retained by the Commission on contract No. 3690, for the Lena-Nye Section of the Heppner Highway in Morrow and Umatilla Counties.

This payment, in the amount of $67,424.69, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,538.85. The present payment will be released to the contractor on or after July 20, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
J. S. Laird, Agent
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD

7-10-53

RECEIVED
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FOR FILING

S-125 (1)
3690

July 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 1, 1953 on Contract No. 3690, Lena-Nye Section, in connection with Federal Aid Project No. S-125 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MCW:tp

cc: John Cattrall

Form PR 3 (Revised 1946)

State Oregon

Project No. S-175(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of January, 1952, a program, which was approved on the 12th day of February, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of April, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred eighty-five thousand and 00/100 dollars ($285,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 693+11 in the NE 1/4, Section 13, T-4-S, R-25-E, W.M. (through equation 1670+64.3 Bk.= 174+64.6 Ah.) and survey station 1106+66.39 in the SE 1/4, Section 19, T-1-S, R-31-E, W.M., except stations 658+87.6 to 659+46.6, 698+94.7 to 699+51.7, 765+03.9 (through equation 765+10.9 Bk = 763+55.3 Ah.) to 764+20.3, 767+63.0 to 768+04.0, and 808+12.0 to 808+35.0, length 20.988 miles, in Morrow and Umatilla Countyies, being Oregon Federal Aid/Secondary project No. S-325(1), consisting of 20.988 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

OREGON DISTRICT
OCT 6 1952
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UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred eighty-five thousand and 00/100 dollars ($285,000.00), which does not exceed the authorized Federal pro rata share of four hundred seventy-one thousand, nine hundred five and 50/100 dollars ($471,905.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter [illegible], Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest:
/s/ H. B. Glaisyer
Secretary (SEAL)

RECOMMENDED FOR APPROVAL:
/s/ R. H. Baldock
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By /s/ Chas. H. Reynolds

Member, State Highway Commission
(Title of officer)

By /s/ M. K. McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch

Division Engineer,
Public Roads Administration.

★ RECEIVED OCT 6 '52 OREGON

Oregon State Highway Department

Federal Aid Secondary
Project No. S-125 (1)

LENA-NYE SECTION OF THE
HEPPNER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 25, 1952

Type Code 5231
Roadway (Sta. 893+11 to 1070+64.3 = 174+84.6 to 1106+66.39)

All Required		Clearing and Grubbing		$ 21,000.00
1,400	cu. yds.	Structural Excavation, Unclassified	$ 2.50	3,500.00
700	cu. yds.	Trench Excavation, Unclassified	2.00	1,400.00
185,000	cu. yds.	General Excavation, Unclassified	0.60	111,000.00
273,000	yd. stas.	Short Overhaul	0.02	5,460.00
2,500	C-yd. stas.	Long Overhaul	0.60	1,500.00
17.56	miles	Finishing Roadbed and Slopes	1,000.00	17,560.00
1,000	lin. ft.	18-inch Corrugated Metal Pipe	4.00	4,000.00
400	lin. ft.	24-inch Corrugated Metal Pipe	5.00	2,000.00
260	lin. ft.	36-inch Corrugated Metal Pipe	12.00	3,120.00
940	lin. ft.	18-inch Concrete Pipe	4.00	3,760.00
330	lin. ft.	24-inch Concrete Pipe	5.00	1,650.00
30	lin. ft.	30-inch Concrete Pipe	9.00	270.00
60	lin. ft.	36-inch Concrete Pipe	12.00	720.00
2,000	lin. ft.	Salvaging Culvert Pipe	1.50	3,000.00
54,000	cu. yds.	4" - 0 Rock in Base	1.78	96,120.00
20,600	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.18	44,908.00
1,900	M-gal.	Sprinkling	3.00	5,700.00
20.98	miles	Preparation of Base	150.00	3,147.00
2,400	cu. yds.	Furnishing and Placing 3/4" - 0 Rock in Binder Course	2.75	6,600.00
12,000	cu. yds.	Furnishing and Placing Aggregates	2.90	34,800.00
390	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	39.00	15,210.00
840	tons	Furnishing and Placing 150-200 Asphalt	38.00	31,920.00
260	tons	Furnishing and Placing RS-1 Emulsified Asphalt	41.00	10,660.00
			Subtotal	$429,005.00
			10% Engr. & Cont.	42,900.50
			Total	$471,905.50

Length of Roadway	20.988 miles
Length of 5 Bridges	.049 mile (Exceptions)
Total Length	21.037 miles
Cost per mile, Roadway	$22,484.53

Federal Funds	$285,000.00
State Funds	186,905.50
	$471,905.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-125 (1)

LENA-NYE SECTION OF THE
HEPPNER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 4, 1952

Type Code 5231
Roadway (Sta. 893+11 to 1070+64.3 = 174+84.6 to 1106+66.39)

All Required		Clearing and Grubbing		$ 5,000.00
1,400	cu. yds.	Structural Excavation, Unclassified	$ 3.00	4,200.00
700	cu. yds.	Trench Excavation, Unclassified	3.00	2,100.00
185,000	cu. yds.	General Excavation, Unclassified	0.62	114,700.00
273,000	yd. stas.	Short Overhaul	0.015	4,095.00
2,500	C-yd. stas.	Long Overhaul	0.50	1,250.00
17.56	miles	Finishing Roadbed and Slopes	500.00	8,780.00
1,000	lin. ft.	18-inch Corrugated Metal Pipe	4.50	4,500.00
400	lin. ft.	24-inch Corrugated Metal Pipe	6.00	2,400.00
260	lin. ft.	36-inch Corrugated Metal Pipe	13.50	3,510.00
940	lin. ft.	18-inch Concrete Pipe	4.00	3,760.00
330	lin. ft.	24-inch Concrete Pipe	5.00	1,650.00
30	lin. ft.	30-inch Concrete Pipe	7.50	225.00
60	lin. ft.	36-inch Concrete Pipe	12.00	720.00
2,000	lin. ft.	Salvaging Culvert Pipe	2.00	4,000.00
54,000	cu. yds.	4" - 0 Rock in Base	1.75	94,500.00
20,600	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.20	45,320.00
1,900	M-gals.	Sprinkling	2.50	4,750.00
20.98	miles	Preparation of Base	150.00	3,147.00
2,400	cu. yds.	Furnishing and Placing 3/4" - 0 Rock in Binder Course	3.25	7,800.00
12,000	cu. yds.	Furnishing and Placing Aggregates	3.50	42,000.00
390	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	41.00	15,990.00
840	tons	Furnishing and Placing 150-200 Asphalt	39.00	32,760.00
260	tons	Furnishing and Placing RS-1 Emulsified Asphalt	43.00	11,180.00
		Subtotal		$418,337.00
		10% Engr. & Cont.		41,833.70
		Total		$460,170.70

Length of Roadway	20.988 miles
Length of 5 Bridges	.049 mile (Exceptions)
Total Length	21.037 miles
Cost per mile, Roadway	$21,925.41

Federal Funds- -	$285,000.00
State Funds- -	175,170.70
	$460,170.70

Oregon State Highway Department

Federal Aid Secondary
Project No. S-125 (1)

LENA-NYE SECTION OF THE
HEPPNER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 26, 1952

Type Code 5231
Roadway (Sta. 893+11 to 1070+64.3 = 174+84.6 to 1106+66.39)

All Required		Clearing and Grubbing		$ 5,000.00
1,400	cu. yds.	Structural Excavation, Unclassified	$ 3.00	4,200.00
700	cu. yds.	Trench Excavation, Unclassified	3.00	2,100.00
185,000	cu. yds.	General Excavation, Unclassified	0.62	114,700.00
273,000	yd. stas.	Short Overhaul	0.015	4,095.00
2500 ~~2,600~~	C-yd. stas.	Long Overhaul	0.50	~~1,300.00~~ 1250
17.56	miles	Finishing Roadbed and Slopes	500.00	8,780.00
1,000	lin. ft.	18-inch Corrugated Metal Pipe	4.50	4,500.00
400	lin. ft.	24-inch Corrugated Metal Pipe	6.00	2,400.00
260	lin. ft.	36-inch Corrugated Metal Pipe	13.50	3,510.00
940	lin. ft.	18-inch Concrete Pipe	4.00	3,760.00
330	lin. ft.	24-inch Concrete Pipe	5.00	1,650.00
30	lin. ft.	30-inch Concrete Pipe	7.50	225.00
60	lin. ft.	36-inch Concrete Pipe	12.00	720.00
2,000	lin. ft.	Salvaging Culvert Pipe	2.00	4,000.00
54,000	cu. yds.	4" - 0 Rock in Base	1.75	94,500.00
20,600	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.20	45,320.00
1,900	M-gal.	Sprinkling	2.50	4,750.00
20.98	miles	Preparation of Base	150.00	3,147.00
2,400	cu. yds.	Furnishing and Placing 3/4" - 0 Rock in Binder Course	3.25	7,800.00
12,000	cu. yds.	Furnishing and Placing Aggregates	3.50	42,000.00
390	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	41.00	15,990.00
840	tons	Furnishing and Placing 150-200 Asphalt	39.00	32,760.00
260	tons	Furnishing and Placing RS-1 Emulsified Asphalt	43.00	11,130.00
		Subtotal		~~$418,387.00~~ 418337.00
		10% Engr. & Cont.		~~41,838.70~~ 41833.70
		Total		~~$460,225.70~~ 460170.70

Length of Roadway	20.988 miles
Length of 5 Bridges	.049 mile (Exceptions)
Total Length	21.037 miles ?
Cost per mile, Roadway	~~$21,928.03~~ 21,925.41

Federal Funds- -	$285,000.00
State Funds- -	~~175,225.70~~ 175,170.70
	~~$460,225.70~~ 46017070

(7)

Oregon State Highway Department

Federal Aid Secondary
Project No. S-125 (1)

LENA-NYE SECTION OF THE

HEPPNER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 26, 1952

Type Code 5231
Roadway (Sta. 893+11 to 1070+64.3 =174+84.6 to 1106+66.39)

	All Required		Clearing and Grubbing		$ 5,000.00	
	1,400	cu. yds.	Structural Excavation, Unclassified	$ 3.00	4,200.00	
	700	cu. yds.	Trench Excavation, Unclassified	3.00	2,100.00	
185000	~~190,000~~	cu. yds.	General Excavation, Unclassified	0.62	~~117,800.00~~	114700 –
273000	~~280,000~~	yd. stas.	Short Overhaul	0.015	~~4,200.00~~	4095
	2,600	C-yd. stas.	Long Overhaul	0.50	1,300.00	
	17.56	miles	Finishing Roadbed and Slopes	500.00	8,780.00	
	1,000	lin. ft.	18-inch Corrugated Metal Pipe	4.50	4,500.00	
	400	lin. ft.	24-inch Corrugated Metal Pipe	6.00	2,400.00	
	260	lin. ft.	36-inch Corrugated Metal Pipe	13.50	3,510.00	
	940	lin. ft.	18-inch Concrete Pipe	4.00	3,760.00	
	330	lin. ft.	24-inch Concrete Pipe	5.00	1,650.00	
	30	lin. ft.	30-inch Concrete Pipe	7.50	225.00	
	60	lin. ft.	36-inch Concrete Pipe	12.00	720.00	
	2,000	lin. ft.	Salvaging Culvert Pipe	2.00	4,000.00	
54000	~~61,000~~	cu. yds.	4" - 0 Rock in Base	1.75	~~106,750.00~~	94500 –
20600	~~22,000~~	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.20	~~48,400.00~~	45320 –
1900	~~2,000~~	M-gal.	Sprinkling	2.50	~~5,000.00~~	4750
	20.98	miles	Preparation of Base	150.00	3,147.00	
	2,400	cu. yds.	Furnishing and Placing 3/4" - 0 Rock in Binder Course	3.25	7,800.00	
	12,000	cu. yds.	Furnishing and Placing Aggregates	3.50	42,000.00	
	390	tons	Furnishing and Placing MC-2 Asphalt in Binder Course	41.00	15,990.00	
	840	tons	Furnishing and Placing 150-200 Asphalt	39.00	32,760.00	
	260	tons	Furnishing and Placing RS-1 Emulsified Asphalt	43.00	11,180.00	
			Subtotal		~~$437,172.00~~	418387 –
			10% Engr. & Cont.		~~43,717.20~~	41838.70
			Total		~~$480,889.20~~	460,225.70

Length of Roadway	20.988 miles	
Length of 5 Bridges	.049 mile (Exceptions)	
Total Length	21.037 miles	
Cost per mile, Roadway	~~$22,912.57~~	21,928.03

Federal Funds- -	~~$298,000.00~~	$285000 —
State Funds- -	~~162,889.20~~	175225.70
	~~$460,889.20~~	460,225.70

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[illegible]

September 5, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 3, 1952 on Contract No. 3690, Lena-Nye Section, in connection with Federal Aid Project No. S-125 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:mlr

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3690

June 16, 1952

O. C. Yocom Co.
P. O. Box 566
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3690, which was awarded to you on April 21, 1952 by the State Highway Commission, for grading and surfacing on the Lena-Nye Section of the Heppner Highway in Morrow and Umatilla Counties.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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Recorded 6/16, gl

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April 23, 1952

O. C. Yocom Company
P. O. Box 566
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3690 for grading and oil mat surfacing the Lena-Nye Section of the Heppner Highway about 16 miles east of Heppner and 23 miles south of Pendleton in Morrow and Umatilla Counties. This award was based on your low bid of $429,005 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 21, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-125(1), Lena-Nye Section of the Heppner Highway, to O. C. Yocom Company of McMinnville, Oregon, low bidder in the amount of $429,005.00 at the April 21, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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FOR FILING

S-125(1)

3690

April 4, 1952

Oregon State Highway Commission

Gentlemen:

I submit herewith a sketch map of the Lena-Nye Section of the Heppner Highway in Morrow and Umatilla Counties. The survey, in general, follows the existing alignment very closely, although there are a few slight variations between Vinson and Nye, where we had to do some revising of the existing alignment in order to provide sufficient waterway for the creek along this section, which is subject to water spouts.

This matter will be on the next agenda, and I recommend your approval of the survey as indicated.

Bids are to be opened on this project at this meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me lg

cc Mr. W. C. Williams
Mr. H. G. Smith

Attachment

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

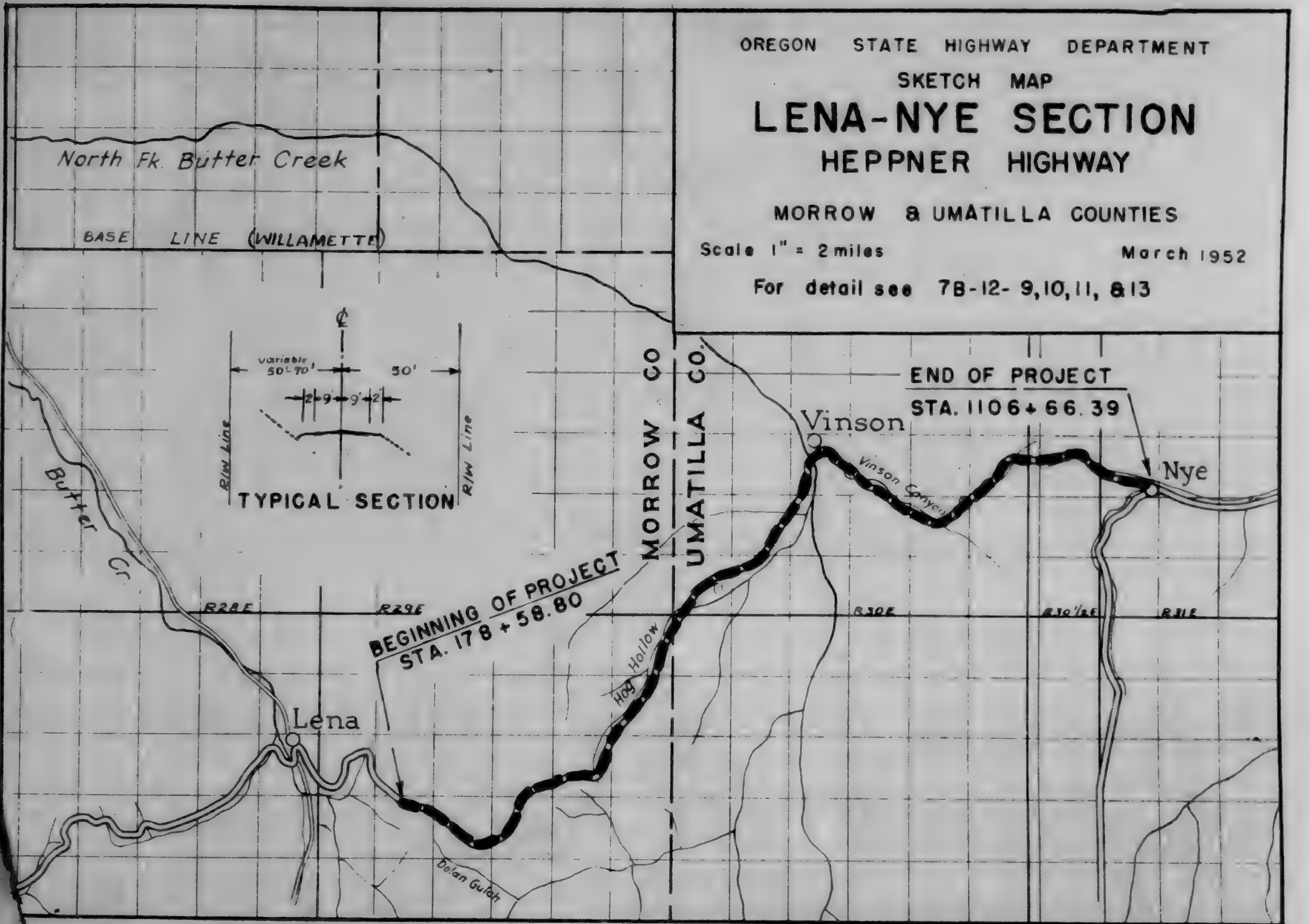
LENA-NYE SECTION
HEPPNER HIGHWAY

MORROW & UMATILLA COUNTIES

Scale 1" = 2 miles

March 1952

For detail see 7B-12- 9,10,11, & 13



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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
S-125(1)
2670

S-125(1)

April 4, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-125(1), Lena-Nye Section of the Heppner Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Yours very truly,

C. G. Polk
C. G. Polk
District Engineer

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#3610

FAS-125

Salem, Oregon
April 8, 1952

Mr. E. A. Collier
Maintenance Engineer

To meet federal-aid requirements, it is necessary to install narrow bridge warning signs at narrow bridges within the limits of projects scheduled for construction at the following locations:

1. On the Woodburn-Mt. Angel Section of the Newberg-Silverton Highway in Marion County.

2. On the Bakeoven Grade Section of FAS Highway No. 312 (county road) in Wasco County.

3. On the Lena-Nye Section of the Oregon-Washington Highway in Morrow and Umatilla Counties.

If adequate signs are not already in place, please have such signs installed before construction on the projects is completed.

W. C. Williams
Assistant State Highway Engineer

SHP:gs

cc: W. O. Widdows
J. D. Walker
E. F. Chidsey

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project FAS-125 between Heppner Junction and Nye, Heppner Highway, on approved FAS Route No. 439 in Gilliam, Morrow and Umatilla Counties, is approved today subject to the condition that adequate signs and protective devices be installed warning of the narrow bridges on the route until such time as new bridges are constructed.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

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5-135(1)
#3690

March 19, 1952

FAS 125
Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of project statement map for the Heppner Junction-Nye Section, Project No. FAS-125.

Very truly yours,

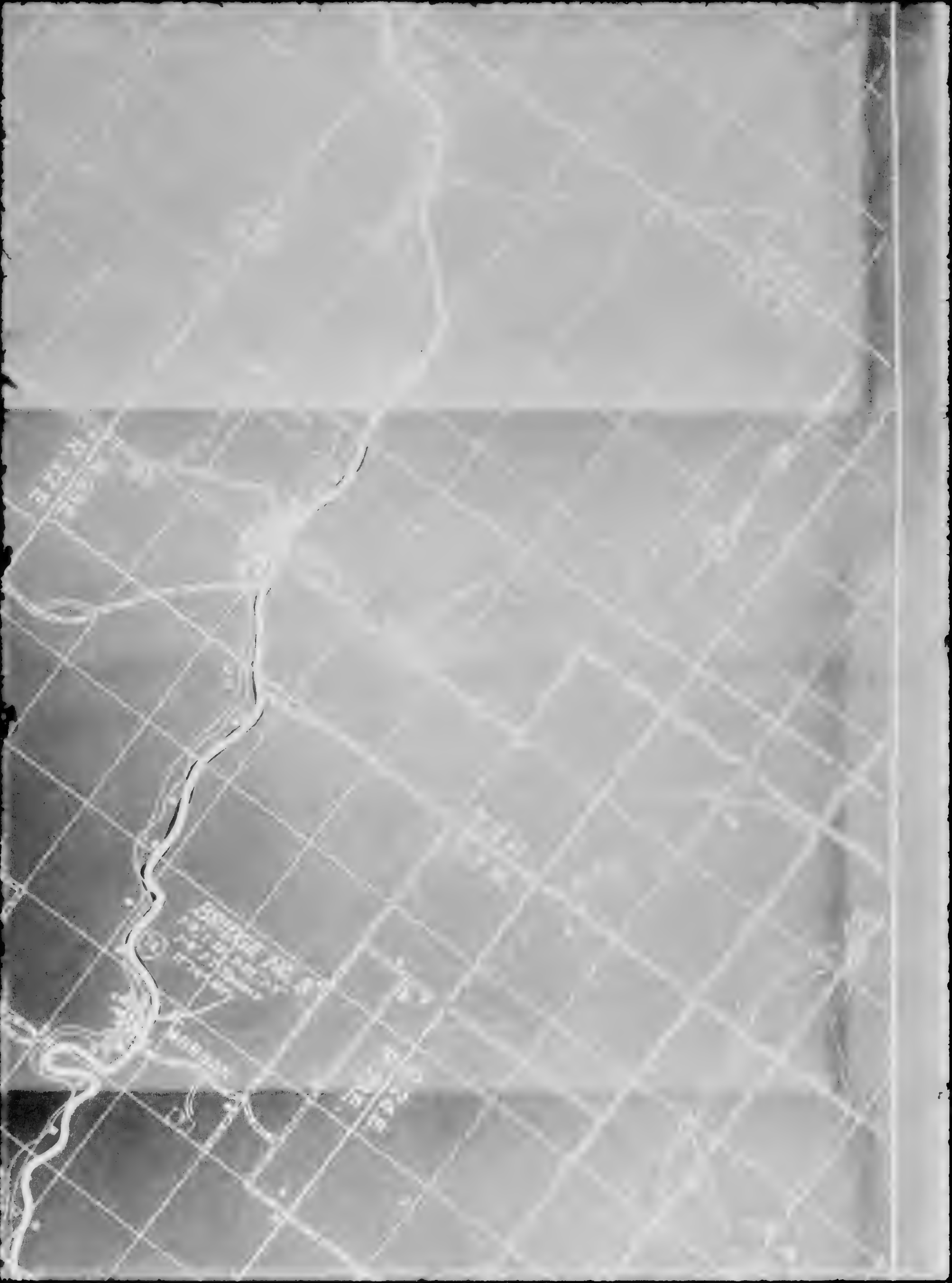
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMM:gs

BEGINNING OF PROJECT F.A.S. 125
F.A.S. ROUTE
Canyon
Co.
Co.
SECTION
& UMATILLA COUNTIES
F.A.S. 125



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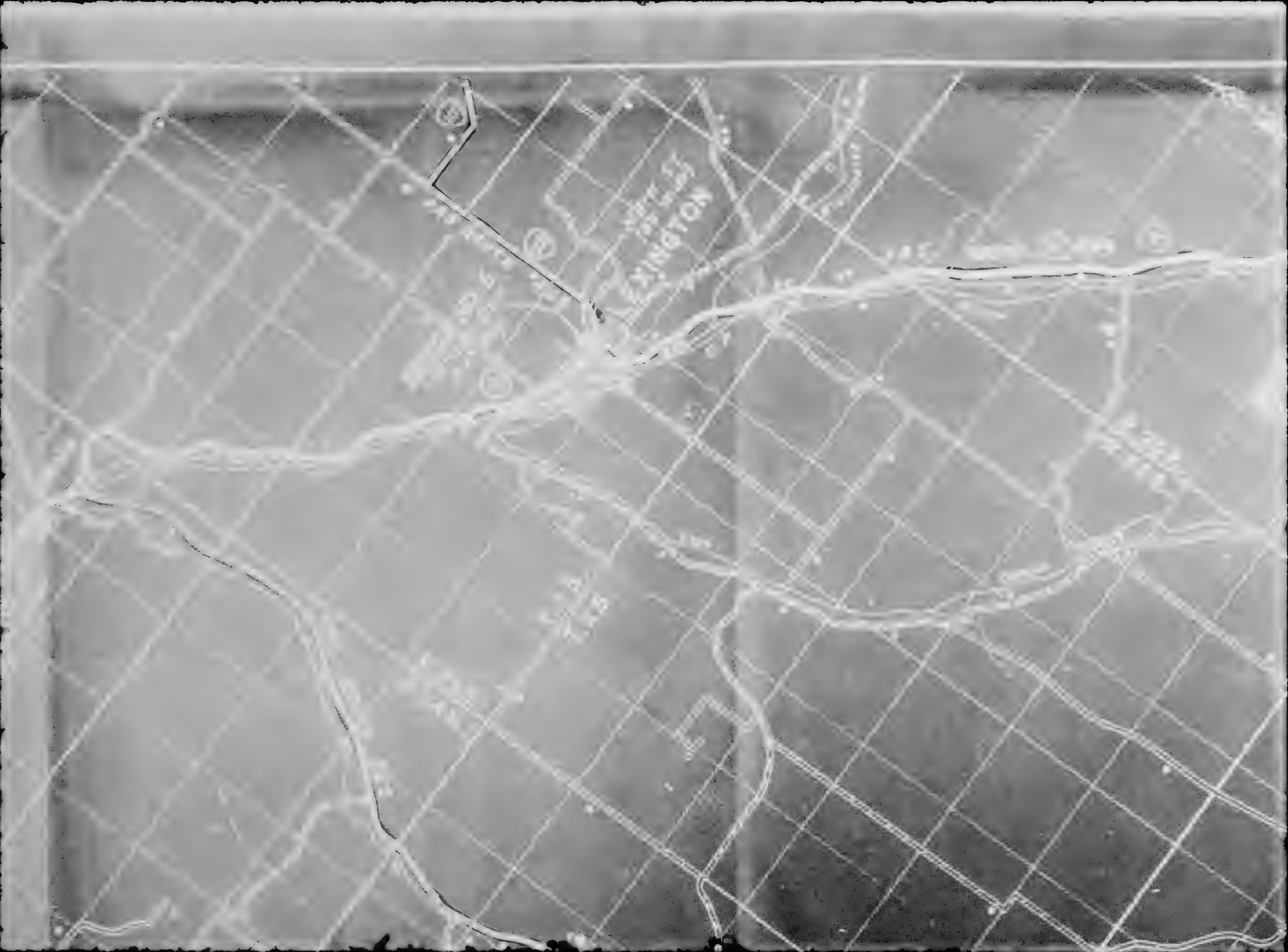
R.24 E.
ROUTE 562


LEXINGTON

HEPPNER

To Lexington
HEPPNER
BRIDGE NO. 9

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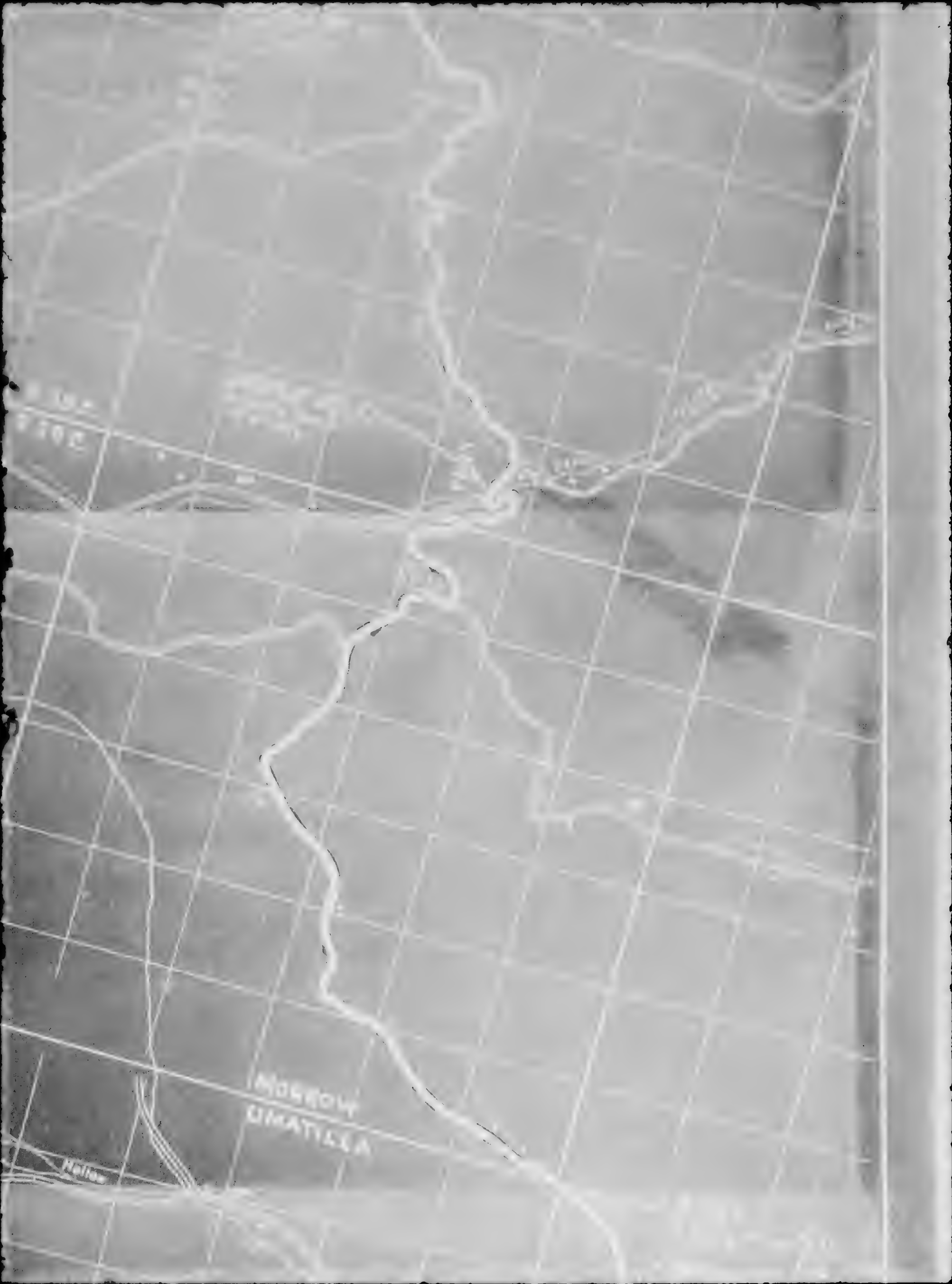
MORROW
UMATILLA

R.29E.
Co.
Co.

[illegible] STATE HIGHWAY DEPARTMENT

[illegible]

HEPPNER JCT.-[illegible] SECTION

HEPPNER HIGHWAY

GILLIAM, MORROW & [illegible] COUNTIES

PROJECT NO. F AP 125

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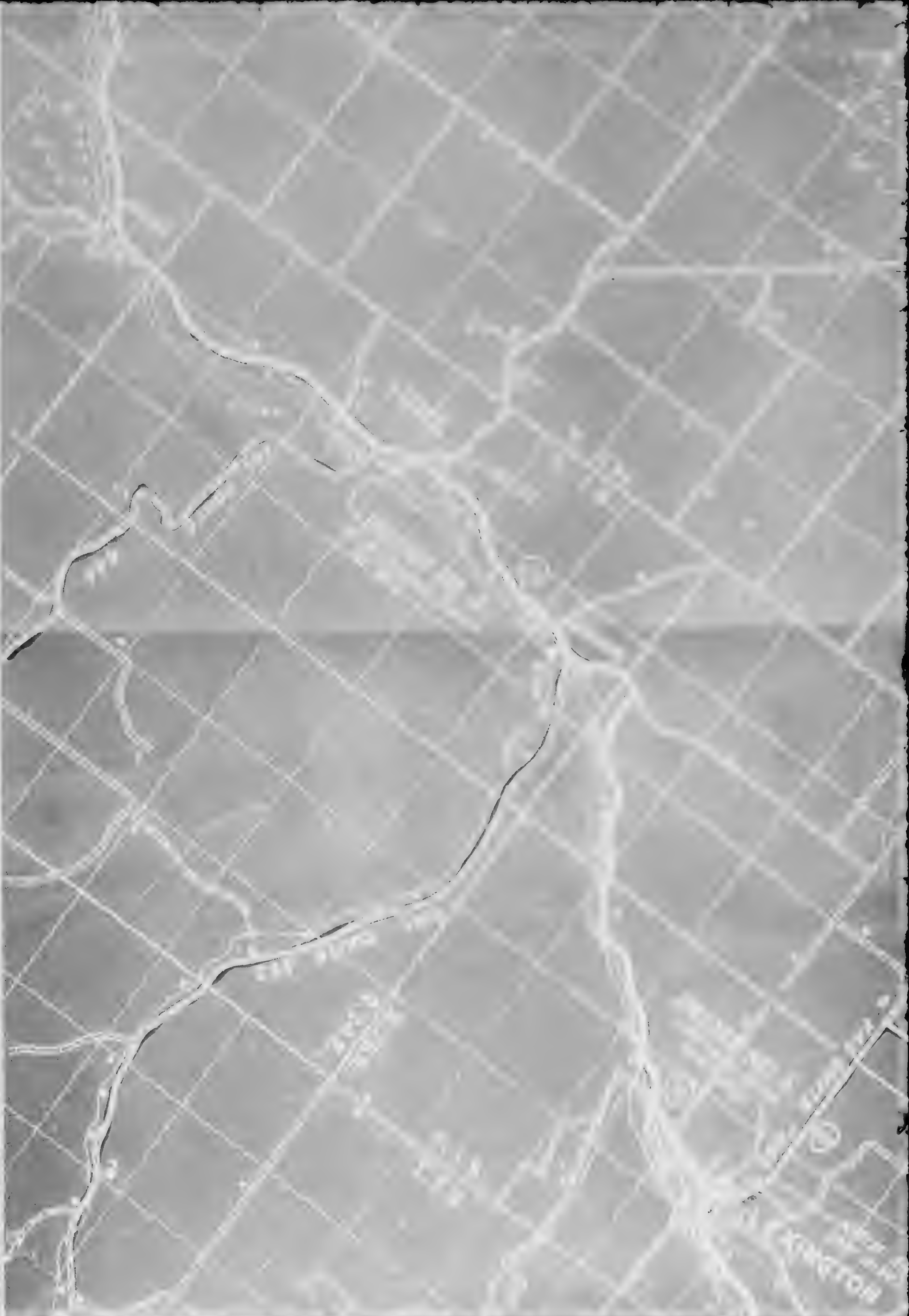
[illegible] Miles


Kingston

29-3714 Cape Lookout Park Access 1952
Road Project on the Netarts,
#3691 Cape Lookout Road. [illegible]

RECEIVED
FEB 22 1955
FOR FILING

29-3114
1-41

March 9, 1954

The Travelers Indemnity Company
Equitable Building
421 S.W. Sixth Avenue
Portland 4, Oregon

Attention: Wallace A. Johnson

Dear Mr. Johnson:

Reference is made to your letter of January 13, 1954 concerning State Highway Contract No. 3691 awarded to E. L. Kennard for construction of the Cape Lookout Park Access Road Project in Tillamook County. On March 3, 1954, our Assistant Attorney Mr. Earl M. Preston wrote you that he was advising me to release and to pay over to you the final payment in connection with this job. I am sorry but I cannot authorize our Auditor to release the final warrant. Were I to do so, I would be deviating from the established policy of the State Highway Commission which does not permit release of a final payment in connection with any job while there are outstanding claims against the job on record in the Highway Commission's office. Mr. Preston is comparatively new with the state highway department and evidently was not familiar with this policy; hence this letter to explain why final payment cannot be released at this time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

FORM E-30 25M 9-51 52919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 3, 1954
Salem, Oregon

SUBJECT: State of Oregon - Obligee
E. J. Kennard - Principal
Bond No. 329262
Contract No. 3691
Donald C. Mosner

To:

Mr. W. B. Claiborne
Secretary
Office

Dear Mr. Claiborne:

Herewith enclosed please find a copy of my letter to the Claim Manager of the Travelers Indemnity Company.

At such time as you forward the final payment to the bonding company pursuant to the contractor's assignment to them, it is recommended that your letter of transmittal be forwarded with the check via registered mail, return receipt requested, said letter to contain a description of the check, i.e. check No., name of payee and amount, together with the statement that the same is being made payable to the payee, the bonding company, pursuant to assignment by the contractor. The letter should also contain a paragraph showing that the final payment is being made to them pursuant to said assignment upon the express understanding that they are assuming full responsibility should there be an adverse result in the controversy regarding the claim of Donald C. Mosner in accordance with the obligations of your bond.

Also attached please find your files Nos. 30-3714 on contract No. 3691 for 1952 and 1953, on the above captioned contract.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Earl M Preston
EARL M. PRESTON
Assistant Attorney

EMP:jfw

FORM E-129X 25M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 3, 1954

Travelers Indemnity Company
Equitable Building
421 S.W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. Wallace A. Johnson

Re: Your File No. 133-FS-09
State of Oregon - Obligee
E. L. Kennard - Principal
Bond No. 325262
Contract No. 3691
Your Subfile No. 10 -
Donald C. Hosner

Gentlemen:

Your letter under the date of January 13, 1954, in regard to the above captioned matter has been referred to this desk for reviewof the file and a reply.

At this time I am advising the Secretary of the State Highway Commission to release and to pay over to you final payment on the contract, in accordance with the assignment to your company upon the condition that your company accept full responsibility for any adverse result in the controversy in the claim of Donald C. Hosner in accordance with obligations of your bond.

By way of a copy of this letter being sent to Mr. Hosner's attorneys, I am advising them of the action being taken and of the provisions and limitations imposed by ORS 279.510 to 279.534 and suggesting that they familiarize themselves therewith.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

EARL M. PRESTON
Assistant Attorney

EMP:jfw
cc: H.B. Glaisyer
Johnson & Dafoe
Attorneys at Law
Seattle 4, Wash.

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

CLAIM DEPARTMENT
WALLACE A. JOHNSON, Claim Manager

Equitable Building
421 S.W. Sixth Avenue
PORTLAND 4, OREGON
Telephone: ATwater 8219

January 13, 1954

State of Oregon
Highway Department
Salem, Oregon

Re: 133-FS-09
State of Oregon - Obligee
E. L. Kennard - Principal
Bond No. 325262
Contract for Cape Lookout Road, Tillamook Co., Oregon
Contract #3691
Subfile #10 - Donald C. Hosner

Gentlemen:

This will acknowledge receipt of your letter dated December 21, 1953 relative to the above captioned claim in which you state that you will be glad to authorize release of final payment in accordance with the provisions of Mr. Kennard's assignment to our company as soon as you have satisfactory evidence to the effect that the Hosner claim has been satisfied.

This is to inform you that we accept full responsibility should there be an adverse result in the controversy respecting the only remaining outstanding claim regarding Donald C. Hosner in accordance with the obligation of our bond.

We would appreciate your further consideration to release of the contract balance to us and your prompt attention will be appreciated.

Very truly yours,

Wallace A. Johnson

Wallace A. Johnson
Claim Mgr.

WAJ:jh

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 22, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3691	11-final	E. L. KENNARD	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9260	R-67145	$ 1,998.05	May 22, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: to May 31, 1953 without penalty

Completion Date: March 6, 1953

Date Accepted: April 8, 1953

Penalties: None of record

Claims: Claim on record filed by Donald C.Hosner in sum of $11,525.67

Remarks: 4/29 Mr. May authorized release of all monies due and owing to Mr. Kennard.

Date: 4-30-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed:
APR 30

NOTED ON CARD
4-30-54

RECEIVED
FOR FILING

Mrs Lemons

[illegible]-2114
3691

April 29, 1954

Mr. Wallace A. Johnson
Claim Manager
The Travelers Indemnity Company
Equitable Building
Portland 4, Oregon

Dear Mr. Johnson:

This note is simply to inform you that I have consulted with the State Highway Commission's legal Counsel with regard to payment of the final estimate in connection with State Highway Contract No. 3691, awarded to E. L. Kennard, for grading and surfacing the Cape Lookout Park Access Road in Tillamook County, and it has been decided to release such final payment which will consist of two warrants -- one in the amount of $1,998.05, and the other for $193.39, total $2,191.44.

A copy of this letter is being sent to our Auditor, Mr. C. W. Maison, and will constitute his authority to mail the warrants to you in conformity with the assignment Mr. Kennard gave to the Travelers Indemnity Company. I am sure that you will hear from Mr. Maison shortly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. W. Maison (2)

4-29-54

FORM E-90 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1954

SUBJECT: State Highway Contract No. 3691
E. L. Kennard

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

NOTED
H. B. GLAISYER

L

Dear Mr. Glaisyer:

You have advised this office that you are holding $2191.44 due and owing Mr. E. L. Kennard on the above contract pending payment of claims against the contractor. You have further advised that all claims, of which we have notice, have been paid with the exception of the claim of Donald C. Hosner who has filed a claim in the amount of $11,525.67 and is reportedly suing Mr. Kennard for that amount.

In the absence of any attachment by Mr. Hosner, it will be entirely proper for you to release to Mr. Kennard all sums due and owing him.

With respect to future matters of this kind, your attention is respectfully drawn to Mr. Earl Preston's letter of March 4, 1954 in which he advises that we should not withhold or retain any partial or final payment due a contractor because of claims made against the contractor, unless there has been an actual attachment or unless the bonding company objects to release of funds.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, ~~JR.~~
Assistant Counsel

RLMJr:fb

LETTER TO Johnson
DATE 4/29

4-29-54

December 21, 1953

Mr. Wallace A. Johnson
Claim Manager
The Travelers Indemnity Company
Equitable Building
Portland 4, Oregon

Dear Mr. Johnson:

Further reference is made to your letter of December 4, 1953 concerning payment of the final amount due E. L. Kennard in connection with State Highway Contract No. 3691.

Since writing to you on December 15th I have received letters from all parties who have claims against this contract except from Donald C. Hosner who filed a claim for equipment rental in the amount of $11,525.67. All state that their claims have been satisfactorily disposed of.

We will be glad to authorize release of final payment in accordance with the provisions of Mr. Kennard's assignment to The Travelers Indemnity Company as soon as we have satisfactory evidence to the effect that the Hosner claim has been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison
F. Query

#11 Final — 1998.05
#11A Par final — 193.39
2191.44

Warrants in accounting, [illegible]

LAW OFFICES OF
JOHNSON, DAFOE & JONSON
577 DEXTER HORTON BUILDING
SEATTLE 4, WASHINGTON

RAY L. JOHNSON
WILLIAM L. DAFOE
CARL A. JONSON

TELEPHONE
SENECA 2522

December 16, 1953

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

This will acknowledge receipt of your letter of December 14, 1953. You are advised that the claim of Donald C. Hosner has not been satisfied, and suit has been commenced against the contractor and Travelers Indemnity Co. in Multnomah County, Oregon.

Very truly yours,

JOHNSON, DAFOE & JONSON

Carl A. Jonson
Carl A. Jonson

CAJ:pv

Mrs. Lewis, Please note on card

RECEIVED
DEC 1[illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
12-16-53

Salem, Oregon
December 15, 1953

C. H. Maison
Auditor

Dear Mr. Maison:

I hand you herewith duplicate of an assignment given by E. L. Kennard to the Travelers Indemnity Company covering final and post-final payments due Mr. Kennard in connection with State Highway Contract No. 3691. The assignment is satisfactory, and we will honor it when the Highway Commission's requirements with respect to outstanding claims against this job have been satisfied.

This copy of the assignment may be forwarded to the Secretary of State, but please do not release any funds to either Mr. Kennard or the Travelers Indemnity Company until advised by this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

cc: F. Query

December 15, 1953

Mr. Wallace A. Johnson
Claim Manager
The Travelers Insurance Company
Equitable Building
Portland 4, Oregon

Dear Mr. Johnson:

This acknowledges your letter of December 4, 1953 advising that you have discharged all claims in connection with State Highway Contract No. 3691, awarded to E. L. Kennard, except that of the Tillamook Iron Works in the amount of $45.63. Transmitted with your letter was an assignment in duplicate given The Travelers Insurance Company by E. L. Kennard of the final and post-final payments due him in connection with this job, which assignment we shall be pleased to honor when the matter of the claims has been disposed of to the satisfaction of the State Highway Commission.

I enclose a current list of the claims that have been filed in this office against Contract No. 3691. According to your letter these have all been paid except that of Donald C. Hosner for equipment rental in the amount of $11,525.67.

In order to satisfy the Highway Commission's requirements please furnish this office receipts from the several creditors stating that their claims have been satisfied in full. As soon as these are forthcoming, the Commission's Auditor will be authorized to release final and post-final payments in conformity with the provisions of the assignment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

Mr. Query:

The assignment referred to is attached and should be recorded on the card and inserted in the contract. The duplicate is being forwarded to the Accounting Division for further handling.

HBG

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

CLAIM DEPARTMENT
WALLACE A. JOHNSON, Claim Manager

Equitable Building
421 S.W. Sixth Avenue
PORTLAND 4, OREGON
Telephone: ATwater 8219

December 4, 1953

State of Oregon - Highway Dept.
Salem, Oregon

Re: 133-FS-09
State of Oregon - Obligee
E. L. Kennard - Principal
Contract #3691

Gentlemen:

This is to inform you that we have now discharged the following claims in connection with the above contract bond claim:

8-21-53	Goodat Crane Service	$453.86
8-21-53	Steinback Iron Wks.	461.27
8-21-53	Armco Drainage & Metal Products, Inc.	189.97
9- 9-53	Howard Cooper Corp.	2234.36
9-10-53	Koppisch Const. Co.	1850.00
9-14-53	Granstad & Vandervelt	4232.00
9-24-53	Collins Concrete Steel & Pipe Co.	2555.40
9-24-53	Stephen W. Matthieu, Attorney for Collins Concrete Steel & Pipe Co.	250.00
9-25-53	W. M. Kenney and C. Ray Johnson, His Attorney	548.10
10-30-53	R. A. Heintz Const. Co.	259.87

The only outstanding claim is with the Tillamook Iron Works, however we have agreed with this company on settlement in the amount of $45.63 and the necessary settlement papers have been submitted to them.

Attached is an Assignment of Claim in duplicate signed by the principal which was submitted by your office.

Since we have now discharged all accounts in connection with this case except for the Tillamook Iron Works which is in the process of payment, we request that the final payment be sent to us by return mail as indicated in your letter dated April 24, 1953.

Very truly yours,

Wallace A. Johnson

Wallace A. Johnson
Claim Mgr.

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 7 1953
OREGON
STATE HIGHWAY COMMISSION

WAJ:jh
enc.

CLAIMS FILED AGAINST E. L. KENNARD ON CONTRACT NO. 3691

~~4-14-53~~	~~Koppisch Construction Co.,Inc.~~ ~~(filed with Sec.of State 8-10-53)~~	Scraper rental	/ paid	~~$2,160.00~~
~~5-8-53~~	~~Grimstad & Vanderveldt~~	Labor & equipment	/ paid	4,372.00
~~5-13-53~~	~~Collins Concrete & Steel Pipe Co.~~	Labor & materials	paid	~~2,457.12~~
~~6-19-53~~	~~W. M. Kenney~~	~~Unpaid amount~~	paid	1,295.00
~~7-7-53~~	~~Goodat Crane Service~~	Equipment rental	paid	453.86
9-10-53	Donald C. Hosner	Equipment rental		11,525.67

RECEIVED
FOR FILING
71-374

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 3, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3691	11 A - Post-final	E. L. Kennard

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3594	B-88372	$ 193.39	3/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1952

Time Extensions: to May 31, 1953 without penalty

Completion Date: March 6, 1953

Date Accepted: April 8, 1953

Penalties: None of record

Claims: Claim filed with Sec. of State by Donald C. Hosner for equip.rental amt.to $11,525.67 on record

Remarks: 4/29 Mr. May authorized release of all monies due and owing to Mr. Kennard.

Date: 4-30-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By
Assistant/Secretary

Warrant Mailed:

aaw

4-30-54

Lewis

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FOR FILING

27-2714

3691

December 18, 1953

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

Gentlemen:

Thank you for your letter of December 17 in which you state that your claim against E. L. Kennard on Contract No. 3691 has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

12-15-53

KOPPISCH CONSTRUCTION CO., INC.
P.O. BOX 327 ASTORIA, OREGON

December 17, 1953

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

In reply to your letter of December 14th relative to a claim filed by us against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section on the Netarts-Cape Lookout Road in Tillamook County, in the amount of $2,160.00, you are advised that this claim has been satisfied.

Very truly yours,

KOPPISCH CONSTRUCTION CO., INC.

By

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12-17-53

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DEC 22 1953
FOR FILING

29-3714

3691

Lewis

December 18, 1953

Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

We have received a letter from Koppisch Construction Company, Inc., in which they state that their claim in the amount of $2,160.00 has been satisfied. This claim was filed against E. L. Kennard on Contract No. 3691 for work on the Cape Lookout Park Access Road in Tillamook County.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAB:md

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON CARD

12-28-53

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DEC 22 1953
FOR FILING

[illegible]

3691

Lewis

December 17, 1953

C. Ray Johnson, Attorney
Firestone Building
Tillamook, Oregon

Dear Mr. Johnson:

Thank you for your letter of December 15 stating that the claim of W. M. Kenney against E. L. Kennard on Contract No. 3691 has been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FA:ebr

cc Members of the Commission
R. H. Baldock
W. C. Williams

NOTED ON CARD
12-17-53

C. RAY JOHNSON
ATTORNEY AT LAW
FIRESTONE BUILDING
TILLAMOOK, OREGON

December 15, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

I acknowledge your letter of December 14 in relation to the claim which was filed on contract no. 3691 on behalf of W. M. Kenney against E. L. Kennard. You are advised that this claim has been satisfied.

Yours very truly,

CRJ:rn

RECEIVED
FOR FILING

Lewis

December 17, 1953

Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

We have made inquiries to claimants against E. L. Kennard on State Highway Contract No. 3691 for work on the Cape Lookout Park Access Road as to the present status of their claims.

We have received replies from C. Ray Johnson, representing W. M. Kenney, from Grimstad and Vandervoldt, from Goodat Crane Service, and from Stephen W. Matthieu, representing the Collins Concrete and Steel Pipe Company. Each one of these letters states that their claim has been completely settled or paid in full.

We provide this information as your company appears as surety on the performance bond furnished with Contract No. 3691 awarded to E. L. Kennard for grading and surfacing on the Cape Lookout Park Access Road in Tillamook County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAC:ehr

cc C. A. Tomassone & Sons
614 Wilcox Building
Portland 4, Oregon

E. L. Kennard

Commissioners
Mr. Baldock
Mr. Williams

MAILED
12-17-53

Lewis ?

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FOR FILING

29-3714

3671

December 17, 1953

Goodat Crane Service
1735 S. E. Union Avenue at Mill
Portland 14, Oregon

Attention Mr. Beryl Taylor

Gentlemen:

We appreciate very much your prompt reply to our letter of December 14 advising us that your claim against E. L. Kennard on Contract No. 3671 has been paid in full by the bonding company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FA:sebr

cc Members of the Commission
R. H. Baldock
W. C. Williams

NOTED ON CARD

12-17-53,g

CRANES & TRUCKS
GOODAT
CRANE SERVICE

1735 S.E. UNION AVENUE AT MILL • PORTLAND 14, OREGON
ALL KINDS OF HOISTING AND EXCAVATING • RENTAL OR CONTRACT

—TELEPHONES—
VErmont 8161-8127 Shop TAbor 4691

Truck Cranes—98 to 110-ft. Booms
Hauling . Dragline . Compressors
Bulldozers . Clamshells . Trench Hoe
Lincoln Electric Welder
STEEL BUILDINGS ERECTED

Dec. 14, 1953

Oregon State Highway Dept.
Salem, Ore.

Att: Mr. H.B. Glaisyer,
Secretary

Dear Sir:

Answering your letter of December 14, 1953, with reference to a claim filed by us against E.L. Kennard, on Contract # 3691, the Cape Lookout Park Access Road Section in Tillamook County, we wish to say that we are pleased to advise that we were paid in full, $453.86, by the bonding company, and our claim is, therefore, fully satisfied.

Yours very truly,

GOODAT CRANE SERVICE

By Beryl Taylor

RECEIVED
DEC 17 1953
[illegible]
STATE HIGHWAY COMMISSION

12-14-53

RECEIVED
[illegible]
FOR FILING

[illegible]-1714
3691

Lewis

December 17, 1953

Mr. Stephen [illegible]. Matthieu, Attorney
Pacific Building
Portland 4, Oregon

Dear Mr. Matthieu:

Thank you for your prompt reply to our letter of December 14 advising us that the claim of Collins Concrete and Steel Pipe Company against E. L. Kennard on State Highway Contract No. 3691 has been fully and completely settled.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FA:ehr

cc Members of the Commission
R. H. Baldock
W. C. Williams

POSTED ON CARD
12-17-53

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON

December 15, 1953

Oregon State Highway Department
Salem
Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

This is to inform you that the claim of Collins Concrete and Steel Pipe Company against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section on the Netarts-Cape Lookout Road in Tillamook County has been fully and completely settled and the case which was filed thereon has been dismissed with prejudice.

Very truly yours,

Stephen W Matthieu

SWM:M

REFERRED TO

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

12-15-53

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DEC [illegible] 1953
FOR FILING

29 - 3714.

3691

Lewis

December 17, 1953

Grimstad and Vanderveldt
General Contractors
749 Ninth Street
Astoria, Oregon

Gentlemen:

Thank you for your prompt reply to our letter of December 14 advising us that your claim against E. L. Kennard on Contract No. 3691 has been paid in full.

As requested we are sending by separate mail a copy of standard specifications.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAC:ehr

cc Members of the Commission
R. H. Baldock
W. C. Williams

NOTED ON CARD

12-17-53, g(.

ORM E-133 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 14, 1953

Grimstad & Vanderveldt
General Contractors
749 Ninth St.
Astoria, Oregon

Gentlemen:

The records of the State Highway Commission show a claim filed by you against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section on the Netarts-Cape Lookout Road in Tillamook County, in the amount of $4,372.00.

Please advise as to whether or not this claim has been satisfied. We will appreciate a prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H B Glaisyer

Secretary

gl

RECEIVED
DEC 17 1953
OREGON
STATE HIGHWAY COMMISSION

yes this account has been paid in full

E. H. Grimstad

P. S. Please us Standard Specifications

12-14-53

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FOR FILING

[illegible]

[illegible]

December 14, 1953

Koppisch Construction Co.,Inc.
P. O. Box 327
Astoria, Oregon

Gentlemen:

The records of the State Highway Commission show a claim filed by you against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section on the Netarts-Cape Lookout Road in Tillamook County, in the amount of $2,160.00.

Please advise as to whether or not this claim has been satisfied. We will appreciate a prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

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2191

December 14, 1953

Grimstad & Vanderveldt
General Contractors
749 Ninth St.
Astoria, Oregon

Gentlemen:

The records of the State Highway Commission show a claim filed by you against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section on the Netarts-Cape Lookout Road in Tillamook County, in the amount of $4,372.00.

Please advise as to whether or not this claim has been satisfied. We will appreciate a prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

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3691

December 14, 1953

Stephen W. Matthieu
Attorney at Law
Pacific Bldg.
Portland 4, Oregon

Dear Sir:

The records of the State Highway Commission show a claim filed by you on behalf of Collins Concrete and Steel Pipe Company against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section on the Netarts-Cape Lookout Road in Tillamook County, in the amount of $2,457.12.

Please advise as to whether or not this claim has been satisfied. We will appreciate a prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

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3691

December 14, 1953

Goodat Crane Service
1735 S.E. Union Avenue at Mill
Portland 14, Oregon

Gentlemen:

The records of the State Highway Commission show a claim filed by you against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section in Tillamook County, in the amount of $453.86.

Please advise as to whether or not this claim has been satisfied. We will appreciate a prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

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3-11

December 14, 1953

Johnson,Dafoe & Jonson
577 Dexter Horton Bldg.
Seattle 4, Washington

Gentlemen:

The records of the State Highway Commission show a claim filed by you on behalf of Donald C. Hosner against E. L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section in Tillamook County, in the amount of $11,525.67.

Please advise as to whether or not this claim has been satisfied. We will appreciate a prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

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DEC 14 1953
FOR FILING

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3691

December 14, 1953

C. Ray Johnson
Attorney at Law
Firestone Bldg.
Tillamook, Oregon

Dear Sir:

The records of the State Highway Commission show a claim filed by you on behalf of W. M. Kenney against E.L. Kennard on contract No. 3691, covering the Cape Lookout Park Access Road Section in Tillamook County, in the amount of $1,295.00.

Please advise as to whether or not this claim has been satisfied. We will appreciate a prompt reply.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

RECEIVED
FOR FILING

[illegible] - 3714

11

November 16, 1953

Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

State Highway Contract No. 3691, awarded to E. L. Kennard for grading and surfacing on the Cape Lookout Park Access Road, was completed March 6, 1953 and accepted by the Commission on April 8, 1953.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

cc Travelers Indemnity Company
Mr. Wallace A. DeLong
1511 Third Avenue at Pike Street
Seattle 1, Washington

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

CLAIM DEPARTMENT
GRENVILLE M. JORDAN, Claim Manager

BRANCH OFFICE
Republic Building
1511 Third Avenue at Pike Street
SEATTLE 1, WASHINGTON
Telephone: ELIOT 5437

November 11, 1953

R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

3691

Re: 161 FS 28 (133 R 592)
State of Oregon Highway Dept.-
Obligee
E. L. Kennard - Principal

Dear Sir:

As you know we executed a bond running to the Oregon State Highway Department for the construction of the Cape Lookout Park Access Road in Tillamook County. You also know that we have been called upon to consider claims which have arisen out of the performance of this job.

Would you kindly advise me the date of final completion and acceptance of Mr. Kennard's contract on the Cape Lookout job. Thank you for your consideration.

Very truly yours

Wallace A. DeLong
Wallace A. DeLong

WAD:BD

REFERRED TO
BY SECRETARY

RECEIVED
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FOR FILING

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[illegible]

Lewis

November 10, 1953

Johnson, Dafoe & Jonson
577 Dexter Horton Building
Seattle 4, Washington

Attention: Mr. Carl A. Jonson

Gentlemen:

As requested in your letter of November 5, we are forwarding by separate mail a certified copy of Contract and Bond No. 3691, awarded to E. L. Kennard for work on the Cape Lookout Park Access Road in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

11-16-53 29

LAW OFFICES OF
JOHNSON, DAFOE & JONSON
577 DEXTER HORTON BUILDING
SEATTLE 4, WASHINGTON

RAY L. JOHNSON
WILLIAM L. DAFOE
CARL A. JONSON

TELEPHONE
SEneca 2522

November 5, 1953

State of Oregon
Highway Department
Salem, Oregon

Dear Sirs:

Pursuant to Volume 6, Oregon Compiled Laws Annotated, Section 98-205, we request that you furnish this office in behalf of Donald C. Hosner a certified copy of the contract and bond of E. L. Kennard and Travelers Indemnity Co. with the State of Oregon, Highway Department, being contract No. 3691 for Cape Lookout Park Access Road Grading and Surfacing, the contract having been awarded to Mr. Kennard on April 21, 1952, or thereabouts.

Under date of August 31, 1953, this office in behalf of Mr. Hosner filed a notice of claim on the contractor's bond, and negotiations are now pending with the bonding company toward settlement of the matter. However, it may be necessary to institute action and the requested documents are needed for that purpose.

The claim of Donald C. Hosner is for labor and equipment rental. Annexed hereto is a statement under oath of Mr. Hosner as to his relationship with the contract and its performance.

Your cooperation in this matter will be appreciated.

Very truly yours,

JOHNSON, DAFOE & JONSON

Carl A. Jonson

Carl A. Jonson

CAJ:pv
Encl.

NOTED ON CARD
11-5-53

STATEMENT OF DONALD C. HOSNER OF PERFORMANCE OF WORK UNDER STATE OF OREGON, HIGHWAY DEPARTMENT,

CONTRACT NO. 3691

STATE OF WASHINGTON)
)ss.
COUNTY OF KING)

DONALD C. HOSNER, being first duly sworn, on oath deposes and says: That at the request of E. L. KENNARD, the contractor to whom was awarded contract No. 3691 for Cape Lookout Park Access Road Grading and Surfacing, on or about April 21, 1952, by the State of Oregon, Highway Department, affiant commenced to perform labor as foreman and/or superintendent of the work under said contract and rented equipment to the said E. L. KENNARD consisting of an International Harvester TD 18-A crawler tractor, 1948 Pickup Truck, 1945 Flat-bed Chevrolet 1½ Ton Truck, and trailer for tool storage and office headquarters with miscellaneous tools during the period in which said work was in progress, and said labor and equipment rental having ceased on or about March 16, 1953, when the work was completed and accepted by the Highway Department.

This statement is made pursuant to Oregon Compiled Laws Annotated, Volume 6, Section 98-205, for the purposes of obtaining a certified copy of the aforesaid contract and the bond of E. L. KENNARD and TRAVELERS INDEMNITY CO. given to the State of Oregon, Highway Department, on said contract No. 3691.

Donald C Hosner

SUBSCRIBED AND SWORN to before me this 5 day of November, 1953.

NOTARY PUBLIC in and for the State
of Washington, residing at Seattle.

RECEIVED
FOR FILING

39-3914

3691

Lewis

September 15, 1953

Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Donald C. Hosner against E. L. Kennard for equipment rental in the sum of $11,525.67 furnished to Mr. Kennard on State Highway Contract No. 3691 for work on the Cape Lookout Park Access Road in Tillamook County.

We provide this information as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON CARD
[illegible]

COPY

NOTICE OF CLAIM ON CONTRACTOR'S BOND

TO: The State of Oregon, Secretary of State, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, DONALD C. HOSNER, has a claim for labor and equipment rental in the total sum of ELEVEN THOUSAND FIVE HUNDRED TWENTY-FIVE and 67/100 DOLLARS ($11,525.67), an itemized account of which is annexed hereto and by this reference made a part hereof as though set forth herein in full, against the bond taken from E. L. KENNARD and TRAVELERS INDEMNITY CO. for the work of the STATE OF OREGON, HIGHWAY DEPARTMENT, on contract No. 3691 for Cape Lookout Park access road grading and surfacing, which contract was awarded to E. L. KENNARD on April 21, 1952 and the work commenced, which work was completed and accepted on March 16, 1953.

DATED this 31 day of August, 1953, at Seattle, Washington

DONALD C. HOSNER
Donald C. Hosner

ENDORSED
File No. 3413
Filed Sept. 10, 1953
EARL T. NEWBRY, Secretary of State

COPY

ITEMIZED ACCOUNT

LABOR:		
Forty-seven (47) weeks commencing with April 21, 1952, at $125.00 per week	$ 5,875.00	
Amount Received	3,500.00	
Due on Labor		$2,375.00
EQUIPMENT RENTAL:		
International Harvester TD 18-A crawler tractor - nine (9) months commencing June 6, 1950 at monthly rental of $1,516.88	13,651.92	
Amount Received	5,907.98	
Due on Rental		7,743.94
Trailer for tool storage and office headquarters with miscellaneous tools - eleven (11) months commencing April 21, 1952 at $50.00 per month	550.00	550.00
1948 Pickup Truck - eleven (11) months commencing April 21, 1952 at $75.00 per month	825.00	825.00
1945 Flatbed Chevrolet 1½ Ton Truck - eleven (11) months commencing April 21, 1952 at $125.00 per month	1,375.00	
Amount Received	1,343.27	
Amount Due		31.73
TOTAL AMOUNT DUE		$11,525.67

RECEIVED
SEP [illegible] 1953
FOR FILING

29-3714

3691

Lewis

September 15, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of September 10th to which was attached three copies of a claim filed with your office by Donald C. Hosner against E. L. Kennard on State Highway Contract No. 3691. This claim is in the sum of $11,525.67 and bears your file No. 3413.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:nd

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 10, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Johnson, Dafoe & Johson, Seattle, and filed as of this date a notice of claim by Donald C. Hosner for equipment rental in the sum of $11,525.67, against the bond taken from E. L. Kennard, Principal, and Travelers Indemnity Co., Surety for work on Contract No. 3691 for Cape Lookout Park access road grading and surfacing, our file No. 3413.

We are enclosing three copies of the claim for your information and files and also enclosing a copy of their letter relative to the proper name of the "Travelers Indemnity Co."

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

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FOR FILING

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691

September 15, 1953

Johnson & Dafoe
577 Dexter Horton Building
Seattle 4, Washington

Attention: Mr. Carl A. Jomson

Gentlemen:

We have today received in this office copies of the claim which you filed with the Secretary of State in behalf of Donald C. Hosner against E. L. Kennard on State Highway Contract No. 3691. The Travelers Indemnity Company is the correct name of the surety on the performance bond furnished with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RAY L. JOHNSON
WILLIAM L. DAFOE
CARL A. JONSON

LAW OFFICES OF
JOHNSON & DAFOE
577 DEXTER HORTON BUILDING
SEATTLE 4, WASHINGTON

TELEPHONE
SE. 2522

September 8, 1953

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

We enclose herewith Notice of Claim on Contractor's Bond which is forwarded on behalf of Donald C. Hosner against the project as described therein. We will appreciate your acknowledging receipt of this Notice upon the copy of this letter, which is also enclosed.

Please also confirm whether the name "Travelers Indemnity Co." is the proper name of the bonding company. Your cooperation in this matter is appreciated.

Very truly yours,

JOHNSON, DAFOE & JONSON

Carl A. Jonson

Carl A. Jonson

CAJ:pv
Encls.

RECEIVED
1953
FOR FILING

27-2714

3691

Files

Lewis

August 27, 1953

The Travelers Indemnity Company
Equitable Building
Portland 4
Oregon

ATTENTION: Carl V. Sundborg
Adjuster

Dear Sir:

This is in reply to your letter of August 21st to which was attached a letter signed by Mr. E. L. Kennard authorizing payment of the final and post-final payments on Contract No. 3691, to the Travelers Indemnity Company.

It is true that we do not know when these final payments can be released due to the many claims filed against the Contract. To expedite release of the funds to your Company when such release is in order, would you please secure Mr. Kennard's signature on two of the attached "Assignment of Claim" forms and return the two copies to this office. The other two copies are for yours and Mr. Kennard's use.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

FQ:dc
Encs.

NOTED ON CARD

8-27-53

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 25, 1953
Salem, Oregon

SUBJECT: Highway Contract No. 3691
E. L. Kennard, Contractor

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Herewith you will find a letter addressed to me from Mr. Carl Sundborg, Adjuster for the Travelers Indemnity Company, with respect to the authorization to issue payment of the final and post-final payments due on State Highway Contract No. 3691. Mr. E. L. Kennard is the contractor and the Travelers Indemnity Company the surety on the above mentioned contract. Also attached herewith you will find a letter of authorization from Mr. Kennard to make such payments.

I am forwarding this to you for the proper disposition thereof, inasmuch as I understand that your office handles this sort of thing.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls.

REFERRED TO

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

WALLACE A. JOHNSON, CLAIM MANAGER

PHONE ATWATER 8219

EQUITABLE BUILDING
421 S. W. 6TH AVENUE
PORTLAND 4, ORE.

August 21, 1953

RECEIVED
AUG 24 1953
LEGAL DEP'T.

Oregon State Highway Department
Salem,
Oregon

Re: 133-FS-09
E. L. Kennard - Principal
State of Oregon - Obligee
- - - - - - - - - - - - - -
Highway Construction
Contract 3691

Attention: Mr. Thomas J. Reeder

Gentlemen:

Enclosed herewith is an authorization to issue payment of the final and post final payments due on Contract #3691 awarded to Mr. E. L. Kennard to The Travelers Indemnity Company. In the event that you require further authroization, kindly advise the undersigned, and we shall attempt to obtain such further authorization as you may require.

We realize that the final and post final payments are not yet in order for payment, but this authorization is submitted to you so there will be no delay at such time as issuance of the payment are in order.

Thank you very much for the copy of estimate prepared by Mr. Probert's office in connection with Highway Contract 3756, which you forwarded to this office and attention of the writer on August 13, 1953.

Very truly yours,

Carl V. Sundborg

Carl V. Sundborg
Adjuster

CVS:iw
enc.

[illegible]

8-21-53

E. L. KENNARD
GENERAL CONTRACTOR
1152 Pioneer Street - Enumclaw, Wash.
Phone 364-W

August 5, 1953

State of Oregon Highway Dept.
Salem,
Oregon

Gentlemen:

You are hereby authorized to issue payment of the final and post-final payments due on contract No. 3691, to the Travelers Indemnity Co.

Very truly yours,

E. L. Kennard
E. L. Kennard

[illegible]

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3691

Lewis

August 11, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge your letter of August 10 to which was attached three copies of a claim filed with your office by Koppisch Construction Company, Inc., against E. L. Kennard for equipment rental furnished on State Highway Contract No. 3691, your file No. 3411.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
8-11-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 1[illegible], 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Hoppisch Construction Co., Inc., P. O. Box 327, Astoria, Oregon and filed as of this date, a notice of claim by Hoppisch Construction Co., Inc., for equipment rental in the sum of $2,1[illegible].00 against the bond taken from E. L. [illegible], principal and the Travelers Indemnity Company, surety, through C. A. [illegible] & Son, agents, 614 Wilcox Building, Portland 4, Oregon, for the work of Netarts-Cape Lookout Road, Tillamook County, contract No. 3[illegible]. Our file No. 5411.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Chief, Records Division

[illegible]
Enc.

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FOR FILING

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3691

Lewis

August 11, 1953

Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Keppisch Construction Company, Inc. The claim is in the sum of $2,160.00 for equipment rental furnished to Mr. Kennard on State Highway Contract No. 3691 for work on the Cape Lookout Park Access Road in Tillamook County.

We provide this information as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - G. A. Tomassone & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

[illegible] ON CARD
8-11-53

COPY

KOPPISCH CONSTRUCTION CO., INC.
P. O. Box 327 Astoria, Oregon

August 4, 1953

Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Koppisch Construction Co., Inc. has a claim for equipment rental in the sum of [illegible] against the bond taken from E. L. [illegible], and The Travelers Indemnity Company through C. A. Tomassene & Son, [illegible] Wilson Building, Portland 4, Oregon, for the work of Netarts Cape Lookout Road, Tillamook County, Contract No. 3691.

KOPPISCH CONSTRUCTION CO., INC.

[illegible] W. [illegible]

[illegible] Sec. Treas.

ENDORSED
File No. [illegible]
Filed-August 10, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

C. C. CLOTHIER
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

31 - 2114
[illegible]

July 13, 1953

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

133-FS-09
E. L. Kennard - Principal
State of Oregon - Obligee
Bond 325262

This will acknowledge receipt of your letter under date of June 30, 1953, relative to claim filed by Goodat Crane Service against E. L. Kennard for work allegedly performed on Contract 3691.

We appreciate you calling this matter to our attention and wish to advise that we are passing the information on to our Portland, Oregon, Office who will see that it is accorded the necessary attention.

Yours very truly

W F Smith

W. F. Smith, Examiner

WFS:MAC

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JUL 17 1953
OREGON
STATE HIGHWAY COMMISSION

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JUL 10 1953
FOR FILING

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11

Lewis

July 8, 1953

Honorable Earl T. Newbry
Secretary of State
CAPITOL

Attention E. Libby

Dear Sir:

We acknowledge with thanks your letter of July 7 to which was attached three copies of a claim filed with your office by Goodat Crane Service against E. L. Kennard on State Highway Contract No. 3691.

This claim is in the sum of $453.86 and bears your File No. 3404.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

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3691

July 8, 1953

Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Goodat Crane Service against E. L. Kennard on State Highway Contract No. 3691 for work on the Cape Lookout Park Access Road in Tillamook County.

The claim is in the sum of $453.86 for equipment rental and transportation of the equipment. We provide this information as your company appears as surety on the performance bond furnished with the contract described above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

cc
C. A. Tomassens & Sons
614 Wilcox Building
Portland 4, Oregon

E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON CARD
7-8-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 7, 1953

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Goodat Crane Service, 1735 S E Union Avenue at Mill and filed as of this date, a notice of claim by Goodat Crane Service, for equipment rental, etc., furnished in the sum of $453.86 against the bond taken from F. L. Kennard principal and The Travelers Insurance Company, surety, for the work on the Cape Lookout Park Access Road, State Highway Contract No. 3691, our file No. 3404.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

N:W
Incl.

RECEIVED
JUL 8 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible]

CRANES &
TRUCKS
GOODAT
CRANE SERVICE

1735 S. E. UNION AVENUE AT MILL • PORTLAND 14, OREGON
ALL KINDS OF HOISTING AND EXCAVATING • RENTAL OR CONTRACT

—TELEPHONES—
VErmont 5161-5127 Shop TAbor 4691

Truck Cranes—98 to 110-ft. Booms
Hauling . Dragline . Compressors
Bulldozers . Clamshells . Trench Hoe
Lincoln Electric Welder
STEEL BUILDINGS ERECTED

July 3, 1953.

State of Oregon,
State Highway Department,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned Goodat Crane Service, 1735 S. E. Union Ave., Portland, 14, Oregon, has a claim for equipment rental and transportation of such equipment to and from the job site in the sum of FOUR HUNDRED FIFTY THREE DOLLARS AND EIGHTY SIX CENTS ($453.86) against the bond taken from E. L. Kennard, and Travelers Insurance Company for the work on State Highway Contract No. 3691 for grading and surfacing the Cape Lookout Park Access Road in Tillamook County.

GOODAT CRANE SERVICE,

By Walter Goodat
Owner

Cranes &
Trucks
GOODAT 1735 N. E. Union Avenue at Hill Portland 14, Oregon
Crane Service All Kinds of Hoisting and Excavating Rental or Contract

Telephones
Vermont 5141-5147 [illegible] Tabor 4691

July 2, 1955.

State of Oregon
State Highway Department,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned Goodat Crane Service, 1735 N. E. Union Ave., Portland, 14, Oregon, has a claim for equipment rental and transportation of such equipment to and from the job site in the sum of FOUR HUNDRED FIFTY THREE DOLLARS AND THIRTY SIX CENTS ($453.36) against the bond taken from E. L. Kennarl, and Travelers Insurance Company for the work on State Highway Contract No. [illegible]691 for grading and surfacing the Cape Lookout Park Access Road in Tillamook County.

GOODAT CRANE SERVICE,

By /s/ Walter Goodat
Owner

ENDORSED
File No. 3404
Filed--July 7, 1955
EARL T. NEWBRY, Secretary of State

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

C. C. CLOTHIER
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

27-3314
3391

July 2, 1953

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

133-FS-09
E. L. Kennard, Principal
State of Oregon, Obligee

This will acknowledge receipt of your letter under date of June 23, 1953, relative to claim filed by Attorney Johnson in behalf of W. M. Kenney.

This matter is being referred to our Portland Office, who will see that it is accorded the necessary attention.

Very truly yours

W F Smith
W. F. Smith, Examiner

WFS:SG

RECEIVED
JUL 10 1953
FOR FILING

27-3714

3691

Miss Lewis

June 30, 1953

Goodat Crane Service
1735 S. E. Union Avenue at Mill
Portland 14, Oregon

Attention: Beryl Taylor

Gentlemen:

We have received a copy of a letter addressed to the Travelers Insurance Company stating that you have a claim against E. L. Kennard in the sum of $453.86 for equipment rental and transportation on State Highway Contract No. 3691 for grading and surfacing the Cape Lookout Park Access Road in Tillamook County. This contract was completed March 6, 1953, and accepted by the Commission on April 8, 1953.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, this claim will be noted in our records, and we will also advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mm
Attach.

[illegible]

NES & TRUCKS
GOODAT
CRANE SERVICE

1735 S.E. UNION AVENUE AT MILL • PORTLAND 14, OREGON
ALL KINDS OF HOISTING AND EXCAVATING • RENTAL OR CONTRACT

—TELEPHONES—
VErmont 8161-8127 Shop TAbor 4691

Truck Cranes—28 to 110-ft. Booms
Hauling . Dragline . Compressors
Bulldozers . Clamshells . Trench Hoe
Lincoln Electric Welder
STEEL BUILDINGS ERECTED

June 26, 1953.

Travelers Insurance Co.,
Claims Division,
Equitable Building,
Portland, Oregon.

Gentlemen:

We are enclosing herewith copies of invoices rendered to E. L. Kennard, P. O. Box 185, Tillamook, Oregon, and in care of George Abramson, 1138 pioneer St., Enumclaw, Washington, as follows:

#5232,	8-25-52,	rental of carryall,..................	$ 270.00
#5281,	9-8-52,	transportation of same..............	$ 91.93
#5503,	12-31-52,	return transportation of same......	$ 91.93
		Total................................	$ 453.86

The above equipment was furnished for use on Oregon State Highway Department, project #3691, "Contract for Cape Lookout Road".

We have been advised that Mr. Kennard has assigned to you the balance due from the State of Oregon on this project, and has also turned over to you his accounts payable on the project, as his surety. That being the case, we will expect to receive, in the near future, such forms as you may furnish to official presentation of our claim for the above sum.

Yours very truly,

GOODAT CRANE SERVICE,

Beryl Taylor

Copy

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 10 1953
FOR FILING

1-3114

3691

Mrs Lewis

June 30, 1953

The Travelers Indemnity Company
700 Main St.
Hartford 15, Connecticut

Gentlemen:

We have received in this office a carbon copy of a letter dated June 26 from Goodat Crane Service to The Travelers Indemnice Company. This letter states that the Goodat Crane Service has a claim against E. L. Kennard for equipment rental and transportation in the sum of $453.86. The equipment was furnished to Mr. Kennard for use on State Highway Contract No. 3691 for work on the Cape Lookout Park Access Road in Tillamook County.

We pass this information to you as your company appears as surety on the performance bond furnished with the contract mentioned above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FA :mm
cc C. A. Tomassene & Sons
E. L. Kennard

FORM 2-128 [illegible]

RECEIVED
JUL 10 1953
FOR FILING

29-3714

317

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 26, 1953

NOTED
W. C. WILLIAMS

Travelers Insurance Co.
Claims Division
Equitable Building
Portland, Oregon

Gentlemen:

We are enclosing herewith copies of invoices rendered to E. L. Kennard, P. O. Box 185, Tillamook, Oregon, and in care of George Abramson, 1138 pioneer St., Enumclaw, Washington, as follows:

#5232, 8-25-52, rental of carryall	$ 270.00
#5281, 9-8 52, transportation of same	$ 91.93
#5503, 12-31-52, return transportation of same	$ 91.93
	$ 453.86

The above equipment was furnished for use on Oregon State Highway Department, project #3691, "Contract for Cape Lookout Road".

We have been advised that Mr. Kennard has assigned to you the balance due from the State of Oregon on this project, and has also turned over to you his accounts payable on the project, as his surety. That being the case, we will expect to receive, in the near future, such forms as you may furnish to official presentation of our claim for the above sum.

Yours very truly,

GOODAT CRANE SERVICE

Beryl Taylor

cc Commissioners
Mr. Baldock

Copy

RECEIVED
JUN 26 1953
FOR FILING

Lewis

21-[illegible]

[illegible]

June 23, 1953

The Travelers Indemnity Co.
700 Main Street
Hartford 15, Connecticut

Gentlemen:

We have received notice of claim from C. Ray Johnson, a Tillamook attorney, in behalf of W. M. Kenney, Route 1, Box 11, Highway North, Tillamook, against E. L. Kennard. The claim is in the sum of $1,295.00 for rental of a motor grader and moving facilities furnished to Mr. Kennard on State Highway Contract No. 3691 for grading and surfacing the Cape Lookout Park Access Road in Tillamook County. These services were furnished between July 23 and September 29, 1952.

We provide this information as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - C. A. Tomassens & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON CARD
[illegible]

RECEIVED
JUN 26 1953
FOR FILING

31-3714

Lewis

June 23, 1953

Mr. C. Ray Johnson
Attorney at Law
Firestone Building
Tillamook, Oregon

Dear Mr. Johnson:

This is to acknowledge receipt of the claim of W.M. Kenney in the amount of $1,295.00 against E. L. Kennard for the rental of a motor grader furnished on the Whiskey Creek Road. It appears that the job to which you refer is Contract No. 3691, awarded to E. L. Kennard for grading and surfacing the Cape Lookout Park Access Road in Tillamook County. The Travelers Indemnity Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract which was completed on March 6, 1953, and accepted by the Commission on April 8, 1953.

Although you are no doubt familiar with the law, we have for your ready convenience attached an excerpt from the Oregon Laws outlining the procedure for filing the claim with the Secretary of State.

Further payments on this contract are being held by the State pending adjustment of claims which have been filed.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

RAQ:md 6/22
Attach.

NOTED ON CARD

C. RAY JOHNSON
ATTORNEY AT LAW
FIRESTONE BUILDING
TILLAMOOK, OREGON
TELEPHONE 24

June 19, 1953

3691

Oregon State Highway Department
Salem, Oregon

Re: E. L. Kennard - State of Oregon job on Whiskey Creek Road, Tillamook County, Oregon

Gentlemen:

I have been retained by W. M. Kenney in relation to unpaid amounts relating to work done on behalf of State of Oregon work upon Whiskey Creek Road in Tillamook County, Oregon, the said work being ordered through E. L. Kennard, General Contractor for the State of Oregon. As reflected by the enclosed statement, Mr. Kennard has left unpaid an amount of $1295.00 and I presume that the State has a bond protecting itself for unpaid sums incurred for the work in question.

I shall appreciate your advising me if the State has moneys which are payable to E. L. Kennard which can be used for payment of the enclosed statement; otherwise, I shall appreciate your informing me of the bonding company so that a demand may be made for payment on behalf of Mr. Kenney.

Yours very truly,

C Ray Johnson

CRJ:rn

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

6-19-53

Baldock

C. RAY JOHNSON
Attorney at Law
Firestone Building
Tillamook, Oregon
Telephone 24

June 19, 1953

Oregon State Highway Department
Salem, Oregon

Re: E. L. Kennard - State of Oregon job on Whiskey Creek Road, Tillamook County, Oregon

Gentlemen:

I have been retained by W. M. Kenney in relation to unpaid amounts relating to work done on behalf of State of Oregon work upon Whiskey Creek Road in Tillamook County, Oregon, the said work being ordered through E. L. Kennard, General Contractor for the State of Oregon. As reflected by the enclosed statement, Mr. Kennard has left unpaid an amount of $1295.00 and I presume that the State has a bond protecting itself for unpaid sums incurred for the work in question.

I shall appreciate your advising me if the State has moneys which are payable to E. L. Kennard which can be used for payment of the enclosed statement; otherwise, I shall appreciate your informing me of the bonding company so that a demand may be made for payment on behalf of Mr. Kenney.

Yours very truly,

/s/ C. Ray Johnson

CRJ:rn

Phone 690-J Office - 690-M Res. Route 1, Box 11, Hiway North

Tillamook, Oregon, DEC 30, 1952
M E. L. KENNARD, General Contractor
1152 Pioneer St., Enumclaw, Washington
In Account with
W. M. KENNEY

July 23	212 Motor Grader, taken out less operator for rental on job for State of Oregon, Whiskey Creek		
Sept 29	212 Motor Grader, returned. Rental charge on basis of 2 mos, or 40 working days, one 8 hr shift/day or 320 hrs @ $4.00 (Normal charge w/opr is $8.00 per hr.)		$1280.00
Sept 29	Move in 15B shovel to Whiskey Creek 1 1/2 hr No work, shovel moved out.	$10.00	15.00
			$1295.00

COPY

PHONE 690-J CE — 690-M RES. ROUTE 1, BOX 11, HIWAY NORTH

TILLAMOOK, OREGON, DEC. 30, 1952

M E. L. KENNARD, General Contractor
1152 Pioneer St., Enumclaw, Washington

IN ACCOUNT WITH

W. M. KENNEY

EXCAVATING SHOVEL WORK DUMP TRUCKS DOZER WORK

July	23	212 Motor Grader, taken out less operator		
		for rental on job for State Of Oregon, Whiskey Creek		
Sept	29	212 Motor Grader, returned.		
		Rental charge on basis of 2 mos, or		
		40 working days, one 8 hr shift/day or		
		320 hrs @ $4.00		$ 1280.00
		(Normal charge w/opr is $8.00 per hr.)		
Sept	29	Move in 15B shovel to Whiskey Creek 1½ hr	10.00	15.00
		No work, shovel moved out.		
				$ 1295.00

RECEIVED
1953
FOR FILING

May 26, 1953

Travelers Insurance Company
Equitable Building
421 S. W. Sixth Street
Portland 4, Oregon

Attention: Carl V. Sundborg

Gentlemen:

On April 22 we wrote that we would release the semi-final and final checks on Contract No. 3691 to Mr. John Litchy, Attorney at Law, Failing Building, Portland 4, with the understanding that such checks would be used solely to pay the contract bills.

At the time this letter was written, the amount of the semi-final check was adequate to cover the claims which had been filed with this office. Since that time, however, additional and larger claims have been filed in an amount probably exceeding the final payment.

According to the terms of the contract entered into with Mr. Kennard, payments are not to be released until we have evidence that claims against the contract have been adjusted, therefore it will be necessary that we retain the final payment on this contract until the claims have been taken care of. Would you kindly sent to us a list of the claims which have been paid by the semi-final check forwarded to Mr. Litchy recently.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl

FILED ON CARD
5-26-53, gl

RECEIVED
JUN 2 - 1953
FOR FILING

[illegible]

[illegible]

May 26, 1953

Travelers Insurance Company
Equitable Building
421 S. W. Sixth Street
Portland 4, Oregon

Attention: Carl V. Sundborg

Gentlemen:

On April 22 we wrote that we would release the semi-final and final checks on Contract No. 3691 to Mr. John Litchy, Attorney at Law, Failing Building, Portland 4, with the understanding that such checks would be used solely to pay the contract bills.

At the time this letter was written, the amount of the semi-final check was adequate to cover the claims which had been filed with this office. Since that time, however, additional and larger claims have been filed in an amount probably exceeding the final payment.

According to the terms of the contract entered into with Mr. Kennard, payments are not to be released until we have evidence that claims against the contract have been adjusted, therefore it will be necessary that we retain the final payment on this contract until the claims have been taken care of. Would you kindly sent to us a list of the claims which have been paid by the semi-final check forwarded to Mr. Litchy recently.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl

FILED ON CARD

5-26-53, gl

RECEIVED
FOR FILING

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

C. C. CLOTHIER
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

37-3714

3691

May 26, 1953

Mr. Floyd Query
Acting Secretary
Oregon State Highway Department
Salem, Oregon

NOTED
F. QUERY

Dear Sir:

Contract No. 3691

This will acknowledge receipt of your letter under date of May 20, 1953, relative to the claim filed by Collins Concrete and Steel Pipe Company against E. L. Kennard in the sum of $2457.12. This claim is presented for materials allegedly furnished on the construction of the Cape Lookout Park access road section of the Netarts-Cape Lookout, Tillamook County Road.

Very truly yours

W. F. Smith

W. F. Smith, Examiner

WFS:MPC

RECEIVED
MAY [illegible] 1953
FOR FILING

Lewis

[illegible]

3691

May 20, 1953

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Attention: E. Libby

Gentlemen:

This is to acknowledge receipt of your letter of May 13, 1953, to which was attached three copies of a claim filed with your office by Collins Concrete and Steel Pipe Company against E. L. Kennard on State Highway Contract No. 3691. The claim is in the sum of $2,457.12 and bears your file No. 3400.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl 5/15

NOTED ON CARD
5-20-53 g

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 13, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Stephen A. Matthieu, attorney, Portland, and filed as of this date a notice of claim by Collins Concrete and Steel Pipe Company, for labor and materials furnished in the sum of $2,457.12, against the bond taken from R. L. Kennard, Principal, and The Travelers Indemnity Company, Surety, for construction of the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County, Contract No. 3691, our file No. 3400.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

By

Clerk
Records Division

VF:k
Inc.

RECEIVED
MAY 14 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible]

5-13-[illegible]

RECEIVED
[illegible] 1953
FOR FILING

21-114

3691

Lewis

May 20, 1953

Travelers Indemnity Co.
Hartford 15
Connecticut

Contract 3691

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Collins Concrete and Steel Pipe Company against E. L. Kennard in the sum of $2,457.12. This claim is for labor and materials furnished to the contractor in construction of the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Tillamook County Road.

We provide this information as your company appears as surety on the performance bond furnished with the contract described above.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:al 5/15
Enc.
cc: C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON CARD
5-20-53

COPY

TO: The State of Oregon and
The State Highway Commission
Salem, Oregon

NOTICE is hereby given that the undersigned, [illegible] CONCRETE and STEEL PIPE CO., an Oregon corporation, has a claim for labor and materials, consisting of [illegible] Corrugated Metal Pipe and bands, shop strutting of said pipe, and concrete pipe, furnished by said company in the sum of $2,457.12, exclusive of interest, due against [illegible], an individual, as principal, and [illegible], a corporation, its surety; said materials and labor used in connection with the construction of the [illegible] Lookout Road in [illegible] County, Oregon; Contract No. 3[illegible].

Dated at Portland, Oregon, this 12th day of [illegible], 1952.

[illegible] CONCRETE AND STEEL PIPE COMPANY

By STEPHEN T. [illegible]
Treasurer

[illegible]:
[illegible]
Filed May 1[illegible], 195[illegible]
EARL T. NEWBRY, Secretary of State

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON

May 12, 1953

C O P Y

Mr. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

On behalf of Collins Concrete and Steel Pipe Company, an Oregon corporation, I herewith enclose a notice of claim against E. L. Kennard and The Travelers Indemnity Company in the sum of $2,457.12, exclusive of interest, for labor and materials furnished in connection with the construction of the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County, Oregon; Contract No. 3691

I am sending a copy of this letter together with a copy of the notice to the State Highway Commission for reference. I am also sending a copy of the letter to the Travelers Indemnity Company in care of Mr. Phil Grossmayer, Equitable Building, Portland 7, who is, as I have been informed by the Insurance Commissioner, the attorney for legal service on the Travelers Indemnity Company in the State of Oregon.

Please acknowledge receipt and date of filing.

Very truly yours

Stephen W Matthieu

SWM:M

TO: The State of Oregon and
The State Highway Commission
Salem, Oregon

NOTICE is hereby given that the undersigned, COLLINS CONCRETE and STEEL PIPE CO., an Oregon corporation, has a claim for labor and materials, consisting of Asbestos Bonded Corrugated Metal Pipe and Bands, shop strutting of said pipe, and Concrete Pipe, furnished by said company in the sum of $2,457.12, exclusive of interest, due against the bond taken from E. L. KENNARD, an individual, as principal, and THE TRAVELERS INDEMNITY COMPANY, a corporation, his surety; said materials and labor used in connection with the construction of the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County, Oregon; Contract No. 3691.

Dated at Portland, Oregon, this 12th day of May, 1953.

COLLINS CONCRETE AND STEEL PIPE COMPANY

By Stephen W Matthews
Treasurer

RECEIVED
MAY 13 1953
FOR FILING

Mrs Lunn

37-3114
3691

May 11, 1953

Travelers Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Grimstad & Vanderveldt against E. L. Kennard. The claim is for labor and equipment rental furnished to Kennard on the Cape Lookout Park Access Road in Tillamook County, State Highway Contract No. 3691 and is in the sum of $4,372.00.

We provide this information as your company appears as surety on the proposal bond furnished with the above described contract.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl
encl.

cc C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON [illegible]
[illegible]

COPY

TELEPHONE 1592 J. or [illegible]

GRIMSTAD & VANDERVELDT
General Contractors

749 Ninth St.
ASTORIA, OREGON

May 6, 1953

Secretary of State

Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, Grimstad & Vanderveldt, have a claim for labor and equipment consisting of two Tournapulls furnished for earth moving on the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County in the sum of $4,372 against the contract taken from Mr. [illegible] L. Bennard, 1152 Pioneer Street, Enumclaw, Washington, principal and The Travelers Indemnity Company as surety for the work of Oregon State Highway Contract [illegible], on the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County.

Very truly yours,

G. H. GRIMSTAD

GRIMSTAD & VANDERVELDT

ENDORSED
File No. 3397
Filed May 8, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
MAY 13 1953
FOR FILING

27-3714

[illegible]

Mrs Lewis

May 11, 1953

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Attention: E. Libby

Gentlemen:

We acknowledge with thanks your letter of May 8, 1953, to which was attached three copies of a claim filed with your office by Grimstad & Vanderveldt against E. L. Kennard on State Highway Contract No. 3691. This claim is in the sum of $4,372.00 and bears your file No. 3397.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl

NOTED ON CARD
5-11-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 8, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Grimstad & Vanderveldt for labor and equipment in the sum of $4,372.00 against the bond taken from E. L. Kennard, Principal, and The Travelers Indemnity Company, Surety, for work of Oregon State Highway Contract #3091, on the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County, our file No. 3397.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

EF:M
Enc.

RECEIVED
FOR FILING

file

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

C. C. CLOTHIER
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

NOTED
F. QUERY

29-3914

3691

May 6, 1953

Oregon State Highway Department
Salem, Oregon

Attention Mr. Floyd Query, Acting
Secretary

Gentlemen:

E. L. Kennard
Contract 3691

This will acknowledge receipt of your letter under date of April 24, 1953, relative to the captioned case.

We observe that final payment is being made in accordance with the request of our Portland Office.

Thanking you very kindly for your cooperation in this matter, I remain

Very truly yours

W. F. Smith

WFS:MAC

W. F. Smith, Examiner

HOME OFFICE: 700 MAIN STREET, HARTFORD 15, CONNECTICUT

RECEIVED
MAY [illegible] 1953
FOR FILING
29-3714

3691

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

Hartford 15, Connecticut

C. C. CLOTHIER
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
HOWARD R. SULLIVAN, ASSISTANT SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

April 29, 1953

Oregon State Highway Department
Salem, Oregon

Attention Mr. Floyd Query
Acting Secretary

Gentlemen:

E. L. Kennard - Principal
State of Oregon - Obligee
Bond No. 325262

This will acknowledge receipt of your letter under date of April 23, 1953, relative to claim filed by Ed Fearey & Company on State Highway Contract No. 3691.

We are referring your letter to our Portland, Oregon office inasmuch as it appears that all further handling of this matter will be through that office. Thank you very much for calling this matter to our attention.

Very truly yours

W. F. Smith

W. F. Smith, Examiner

WFS:MAM

RECEIVED
MAY 4 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1953
FOR FILING

[illegible]

April 24, 1953

The Travelers Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

State Highway Contract No. 3691 for work performed on the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County was completed by the contractor, B. L. Kennard, on March 6 and was formally accepted by the Highway Commission on April 8, 1953.

Final payment in the amount of $1,998.05 will be released to the contractor on or after May 4, 1953. This check will be mailed to Mr. John Lichty, Attorney at Law, who will apply the proceeds to settlement of outstanding claims. The total contract amount is $65,606.48, and no force account work was performed on the project.

There is a claim filed in this office by Collins Concrete & Steel Pipe Co. for materials furnished, a claim for rental of scraper in the amount of $2,160.00 made by Koppisch Construction Co.,Inc., and a claim by Grimstad & Vanderveldt for money due them for work performed, of which you have been previously notified.

This notice is sent to you as you appear as the surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: C. A. Tomassens & Sons

NOTED ON CARD
4-24-53

RECEIVED
MAY 15 1953
FOR FILING

27-3714

C. C. CLOTHIER 3691
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
HOWARD R. SULLIVAN, ASSISTANT SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

The Travelers
The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company
Hartford 15 Connecticut

April 23, 1953

Mr. Floyd Query, Acting Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query:

E. L. Kennard
Your Contract No. 3691

This will acknowledge your letter under date of April 17, 1953, relative to claim of Koppisch Construction Company, Inc., incurred on the captioned job.

Please be advised that this matter is being called to the attention of both our Seattle and Portland offices, each of whom is in contact with Mr. Kennard and will see that the matter is accorded the necessary attention.

Very truly yours

W. F. Smith

W. E. Smith, Examiner

WES:SG

RECEIVED

Lewis

RECEIVED
1953
FOR FILING

[illegible]

April 23, 1953

Travelers Indemnity Company
Hartford 15, Connecticut

Gentlemen:

We have received a letter from Ed Fearey and Company, 404 Spexarth Building, Astoria, in which they state that Grimstad and Vanderveldt have a claim against E. L. Kennard on State Highway Contract No. 3691 for construction of the Cape Lookout Park Access Road in Tillamook County. The amount of the claim is not stated, neither is the manner in which it was incurred.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

cc - G. A. Tomassens & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

[illegible]

4-23-53

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1953
FOR FILING

Lewis

99-3714

3691

April 23, 1953

Ed Fearey & Company
404 Spexarth Building
Astoria, Oregon

Attention: Mr. E. G. Fearey

Gentlemen:

This is in reply to your letter of April 21 concerning the claim of Grimstad and Vanderveldt against E. L. Kennard on State Highway Contract No. 3691.

The Travelers Indemnity Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract. The work was completed March 6, 1953, and accepted April 8, 1953. Final payment has not yet been made.

If you wish to protect your client's claim for a period longer than six months following completion of the contract and acceptance by the Commission, we offer the suggestion that the claim be filed with the Secretary of State. No particular form is required in filing with this office, although we have attached an excerpt from the Oregon Laws outlining the procedure necessary in filing with the Secretary of State.

So that our records on the claim may be complete, we would appreciate knowing the amount of the claim, how it was incurred, dates, et cetera.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

NOTED ON CARD
11-23-53

ED FEAREY & COMPANY
404 SPEXARTH BUILDING
ASTORIA, OREGON

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA
PORTLAND OFFICE
627 BOARD OF TRADE BLDG

"The Agent That Pays Claims With A Smile"

Telephone - 1220

April 21, 1953

Mr. S. H. Probert, Office Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Probert:

At the request of Grimstad & Vanderveldt, 749-9th Street, Astoria, Oregon, we are writing you for information regarding the name of the bonding company issuing the bond covering Mr. E. L. Kennard, contractor on the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County, Contract No. 3691.

Grimstad & Vanderveldt wish to make claim for money due them for work performed on this job. If special forms are required for making this claim, it will be appreciated if you will forward them with the name of the bonding company.

Very truly yours,

ED FEAREY & COMPANY

EF:dl

NOTED ON CARD

4-21-53

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
APR 22 1953
FOR FILING

[illegible]-3711

3691

Salem, Oregon
April 22, 1953

Mr. C. H. Maison, Manager
Accounting Division
Building

Dear Mr. Maison:

This is to confirm our telephone conversation of this afternoon. The semi-final warrant now being held in your office on State Highway Contract No. 3691 to E. L. Kennard may be mailed to Mr. Kennard in care of Mr. John Litchy, Attorney at Law, Failing Building, Portland 4. Final payment, when it is ready for mailing, should also be mailed to Mr. Kennard in care of Mr. Litchy.

Very truly yours

Floyd Query, Acting Secretary

FAQ:md 4/21

NOTED ON CARD

4-22-53

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FOR FILING

[illegible]-[illegible]714

3691

Lewis

April 22, 1953

Travelers Insurance Company
Equitable Building
421 S. W. 6th Avenue
Portland 4, Oregon

Attention: Mr. Carl V. Sundborg

Gentlemen:

We have your letter of April 17 in which you state that it is agreeable with your Company to mail Mr. Kennard's semi-final and final checks on Contract No. 3691 to him in care of Mr. John Litchy, Attorney at Law, Failing Building, Portland 4, and that such checks will be used solely to pay the contract bills.

It is our understanding that the semi-final estimate check is now ready for release and will be mailed according to your instructions tomorrow. The final payment is not yet ready.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md 4/21

[illegible] ON CARD
4-22-[illegible]

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

WALLACE A. JOHNSON, CLAIM MANAGER

PHONE ATWATER 8219

EQUITABLE BUILDING
421 S. W. 6TH AVENUE
PORTLAND 4, ORE.

April 17, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query,
Acting Secretary

Re: 161-FS-28
E. L. Kennard - Principal
State of Oregon Highway
Department - Obligee

Dear Mr. Query:

Thank you for your letter under date of April 14, 1953 advising of the present status of Mr. Kennard's contract #3756 and contract #3691.

We note that payments are due under contract #3691, the total amount being some $4,000. Mr. Kennard is represented by Mr. John Litchy, attorney at law, Failing Building, Portland 4, Oregon, who has this date advised us that if the checks are made payable to Mr. Kennard, and mailed to him, he will agree that the proceeds will be used solely to pay the contract bills. Upon the basis of this agreement, this company, as surety, is willing that the checks be issued to Mr. Kennard, and mailed to his attorney, at such time as the Highway Department is prepared to make payment.

Your excellent cooperation in this matter is deeply appreciated, and we trust you will keep us advised of further developments that may arise in connection with this case.

Very truly yours,

Carl V. Sundborg

Carl V. Sundborg
Adjuster

CVS:jh

HOME OFFICE: 700 MAIN STREET, HARTFORD 15, CONNECTICUT

Lewis

RECEIVED
FOR FILING

[illegible]

3691

April 17, 1953

Travelers Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

We have received a letter from Koppisch Construction Company, Inc., Post Office Box 327, Astoria, in which they state that Kennard Construction Company owes them $2,160.00 for scraper rental incurred on the Whiskey Creek job near Tillamook. This bill, they claim, was incurred between September 4 and December 10, 1952. It appears that they refer to Contract No. 3691 awarded to E. L. Kennard for grading and surfacing the Cape Lookout Park Access Road on the Netarts-Cape Lookout Road in Tillamook County.

We provide this information as your Company appears as surety on the contract described above.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FQ:md

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON CARD

4-17-53

RECEIVED
FOR FILING

Lewis

37-3711

3691

April 17, 1953

Koppisch Construction Co., Inc.
P. O. Box 327
Astoria, Oregon

Attention: Mr. Harold M. Oja

Gentlemen:

We have your letter of April 14 in which you state that Kennard Construction Company owes you $2,160 for scraper rental on the Whiskey Creek job at Tillamook.

We have a contract with E. L. Kennard for grading and surfacing the Cape Lookout Park Access Road on the Netarts Cape Lookout Road in Tillamook County, which bears Contract No. 3691. We assume that this is the job to which you refer. If not, please let us know. This contract was completed March 6, 1953, and accepted by the Commission April 8, 1953. Final payment, however has not been made.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file it with the Secretary of State. For your convenience in preparing the filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

The Travelers Indemnity Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract. It might be well to contact them although we will notify them that your claim has been received.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

NOTED ON CARD

4-17-53

KOPPISCH CONSTRUCTION CO., INC.
P. O. BOX 327 ASTORIA, OREGON

April 14, 1953

H. B. Glaisyer, Secretary,
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We have a bill against Kennard Construction Company amounting to $ 2,160.00 for scraper rental incurred on the Whiskey Creek job at Tillamook. To date we have not been able to collect anything on this amount and would like to know how we can turn in a claim on this.

This bill was incurred between September 4, 1952 and December 10, 1952. We would appreciate it very much if you could advise us as to what procedure we should use in filing a claim against this.

Thank you very much for your assistance in this matter.

Koppisch Construction Company, Inc.

By Harold W. Oja
Harold W. Oja, Sec. Treas.

HWO/C

4-14-53

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

EQUITABLE BUILDING
421 S. W. 6TH AVENUE
PORTLAND 4, ORE.

PHONE ATWATER 8219

WALLACE A. JOHNSON, CLAIM MANAGER

21-2714

3691

April 16, 1953

Oregon State Highway Department
Salem
Oregon

Attention: Mr. Floyd Query, Acting Secretary

Gentlemen:

Re: 161-FS-28
(133-R-592)
State of Oregon
Highway Dept. - Obligee
E. L. Kennard

This will acknowledge receipt of your letter dated April 14, 1953 relative to Mr. Kennard's contract Nos. 3756 and 3691 involving work on the west approaches to the Salem bridges and on the Cape Lookout Park Access Road in Tillamook County, respectively.

We ask that you please hold up both the retained percentage on contract 3691 and the semi-final payment until such time as we have had the opportunity of giving this matter our further attention and you receive our further advices.

Should any question develop relative to the retention of these funds, kindly inform us accordingly.

Very truly yours,

Wallace A. Johnson
Wallace A. Johnson
Claim Manager

Mrs. Lewis,
I believe we have already done this. please check.
F.Q.

WAJ:g

APR 17

NOTED ON CARD
4-16-53

HOME OFFICE: 700 MAIN STREET, HARTFORD 15, CONNECTICUT

RECEIVED
FOR FILING

[illegible]

3691

April 14, 1953

Mr. C. V. Sundborg
The Travelers Claim Department
Equitable Building
Portland 4, Oregon

Dear Mr. Sundborg:

As requested by telephone at the Commission meeting in Portland, we have checked into the status of Mr. Kennard's Contract No. 3756 for work on the west approaches to the Salem bridges and find that this job has not yet been completed. He has been notified to resume work this month, and as far as we know he will complete the contract. No work has been performed on this contract for several months.

Mr. Kennard has another Contract No. 3691 for work on the Cape Lookout Park Access Road in Tillamook County. This job was completed March 6, 1953, and accepted by the Commission on April 8. The retained percentage on this job is $1,967.27. The semi-final payment in the amount of $2,025.08 is now ready to be made.

Please advise us if you wish both of these payments held up pending settlement of the claim of Collins Concrete and Steel Pipe Company.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md 4/13

NOTED ON CARD
4-14-53

4-9-53

Sundborg, C. V.
The Travelers Claim Dept.
Equitable Bldg.
Portland 4, Oregon

Job: Contract for construction of Salem
Bridge approach in Polk County
Principal: E. L. Kennard

[illegible]

3691
3756

Write to ______________________

re payments to Kennard

3691 - ~~[illegible]~~ Final payt [illegible]
Kennard Co 1,967.27

Sum final $2,025.08

RECEIVED
1953
FOR FILING

Lewis

27-3714

3691

Salem, Oregon
April 14, 1953

Mr. C. H. Maison
Manager
Accounting Division

Dear Mr. Maison:

Please hold up semi-final payment on Contract No. 3691, awarded to E. L. Kennard, for work on the Cape Lookout Park Access Road until we have further word from the surety.

Very truly yours

Acting Secretary

FAQ:md 4/13

NOTED ON CARD
4-14-53

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MAY [illegible] 1953
FOR FILING

29-3714

The Travelers
The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company
Hartford 15 Connecticut

C. C. CLOTHIER
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
HOWARD R. SULLIVAN, ASSISTANT SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

[illegible]

April 7, 1953

Mr. Floyd Query
Acting Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

E. L. Kennard
Your Contract Number 3691

Thank you for your letter of April 2, 1953. We are referring the matter to our claim office located in the Republic Building, Seattle, Washington, since they are handling on behalf of The Travelers.

Very truly yours

C. R. Carpenter

C. R. Carpenter
Assistant Secretary

CRC:MK

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[illegible]
[illegible] COMMISSION

NOTED ON CARD
[illegible]

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[illegible] 1953
FOR FILING

29-114
3691

April 2, 1953

Travelers Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. L. Kennard in connection with contract No. 3691, for grading and surfacing on the Netarts-Cape Lookout Road in Tillamook County.

This payment, in the amount of $2,025.08, will be released to the contractor on or after April 13, 1953. The retained percentage is $1,967.27.

There is a claim filed against this project by Stephen W. Matthieu, Attorney for Collins Concrete & Steel Pipe Company, for materials furnished, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

4-2-53

RECEIVED
FOR FILING
29-3714

3691

The Travelers

The Travelers Insurance Company
The Travelers Indemnity Company
The Travelers Fire Insurance Company

Hartford 15 Connecticut

C. C. CLOTHIER
VICE PRESIDENT, CLAIM DEPARTMENTS

CASUALTY CLAIM DEPARTMENT
W. H. ZWEIG, SECRETARY
HOWARD R. SULLIVAN, ASSISTANT SECRETARY
C. A. HARRIS, ASSISTANT SECRETARY
J. O. HELMS, ASSISTANT SECRETARY
C. R. CARPENTER, ASSISTANT SECRETARY
R. A. HOFFMANN, ASSISTANT SECRETARY

March 27, 1953

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

This will acknowledge receipt of your letter under date of March 18, 1953, relative to the claim presented by Collins Concrete and Steel Pipe Company for materials allegedly furnished E. L. Kennard on State Highway Contract No. 3691.

We are requesting our Seattle office to take this matter up directly with Mr. Kennard. Thank you for bringing this matter to our attention.

Very truly yours

W. F. Smith

WFS:MAM

W. F. Smith, Examiner

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NOTED ON CARD
3-27-53

Lewis

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1953
FOR FILING

31-3714
[illegible]

March 18, 1953

Travelers Indemnity Company
Hartford 15, Connecticut

Gentlemen:

We have today received an affidavit of claim from Stephen W. Matthieu representing the Collins Concrete and Steel Pipe Company of Portland. This claim is for materials furnished to E. L. Kennard on State Highway Contract No. 3691 for grading and surfacing the Cape Lookout Park Access Road in Tillamook County. The amount of the claim in money is not given.

This information is provided as your Company appears as surety on the performance bond furnished with Contract No. 3691.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

NOTED ON CARD

3-18-53

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FOR FILING

29-3714

3691

Mrs Lewis

March 18, 1953

Mr. Stephen W. Matthieu
Attorney at Law
Pacific Building
Portland 4, Oregon

Dear Mr. Matthieu:

As requested in your letter of March 16th we have attached a certified copy of Contract and Bond No. 3691, awarded to E. L. Kennard for grading and surfacing the Cape Lookout Park Access Road in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

3-18-53 gl

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON

March 16, 1953

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

I herewith enclose an affidavit executed in accordance with Section 89-101, Oregon Compiled Laws Annotated, and based thereon, respectfully request a certified copy of the contract with and the bond given by E. L. Kennard in connection with the improvement of the Cape Lookout Park Access Road in Tillamook County, Oregon. I believe the contract number to be 3691.

Thanking you,

Very truly yours,

Stephen W. Matthieu

SWM:M

RECEIVED

3-16-53

AFFIDAVIT

STATE OF OREGON)
ss.
County of Multnomah)

I, Stephen W. Matthieu, being first duly sworn , depose and say that I am attorney for and treasurer of the Collins Concrete and Steel Pipe Company, an Oregon corporation; that said Collins Concrete and Steel Pipe Company has a claim against E. L. Kennard and his bondsmen for materials furnished in connection with the work on the Cape Lookout Park Access Road in Tillamook County, Oregon, which I believe to be Contract No. 3691; that I desire on behalf of my client a certified copy of the said contract and the bond for the purpose of enforcing such right as the said Collins Concrete and Steel Pipe Company has against said E. L. Kennard and his bondsmen.

Stephen W Matthieu

Subscribed and sworn to before me this 16th day of March, 1953.

Mary L. Polleman
Notary Public for Oregon

My Commission expires: 11 May 1954

Form E-1

29-3714

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 14, 1953

Section Cape Lookout Park Access Road

Kind of work Grading and Surfacing

Highway Netarts-Cape Lookout Road

Section prefix 29-3714

Contractor E. L. Dennard

Contract number 3691

Date of contract April 21, 1952

Date of completion September 30, 1952

Date work started May 6, 1952

Estimated date of completion ...., 19..

Amount of contract $57,626.00

Per cent of time elapsed 201.3 %

Estimated cost of completed project, exclusive of engineering $71,186.70

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $9,580, 13 %

Date project was completed March 6, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate Tuesday - submitted same to Mr. Walker.

This is the final Weekly Report.

Tuesday Mr. Walker and Mr. Collier in office.

NOTED
W. [illegible]

NOTED
H. G. SMITH

NOTED
FORREST COOPER

RECEIVED
MAR 16 1953
DIVISION ENGINEER

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

Signed Arthur Duffy

Address Box 169 Tillamook, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.43	2.43	Sand P.A. 2 & 5		
Miles partially completed		0.83			
Miles completed	2.43	0.83			
Total estimated quantities	36,540 cy	3,389 cy	26,208 cy		
Estimated quantities moved or placed to date	36,540 "	3,389 cy	26,208 "		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	cloudy		
Tuesday	"		
Wednesday	rain		
Thursday	showers		
Friday	cloudy		
Saturday			

Williams

29-3711

3691

AFFIDAVIT

NOTED
W. C. WILLIAMS

STATE OF OREGON)
County of Multnomah) ss.

I, Stephen W. Matthieu, being first duly sworn, depose and say that I am attorney for and treasurer of the Collins Concrete and Steel Pipe Company, an Oregon corporation; that said Collins Concrete and Steel Pipe Company has a claim against E. L. Kennard and his bondsmen for materials furnished in connection with the work on the Cape Lookout Park Access Road in Tillamook County, Oregon, which I believe to be Contract No. 3691; that I desire on behalf of my client a certified copy of the said contract and bond for the purpose of enforcing such right as the said Collins Concrete and Steel Pipe Company has against said E. L. Kennard and his bondsmen.

/s/ Stephen W. Matthieu

Subscribed and sworn to before me this 16th day of March, 1953.

/s/ Mary L. Pollman
Notary Public for Oregon

(Notary Seal)

My Commission expires: 11 May 1954

6

RECEIVED
53
FOR FILING

9-2914

3691

January 30, 1953

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

We have your letter of January 28 concerning an extension of time to Mr. Kennard's Contract No. 3691. For your information we are attaching a copy of the extension of time requested for this contract and approved by the Commission on January 6, 1952. The original time extension in this office bears what appears to be the signature of Mr. E. L. Kennard.

The phrase used in our letter that the Engineer "did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit" is a standard phrase placed in all letters concerning extensions of time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8476

January 28, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: Contract No. 3691, E. L. Kennard

Mr. Kennard has forwarded to me your letter of January 14 relative to an extension of time on the above contract.

He does not recall ever having made a request for an extension of time on the subject contract and does not know what you mean when you state that the recommendation of the Engineer "did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit."

If you have in your file any request from the contractor specifying any reasons why he considers an extension of time necessary on this contract, will you kindly let me have a copy.

Yours very truly,

John Lichty

JL:BR
cc to E. L. Kennard

REFERRED TO [illegible]
BY SECRETARY

what are the facts?

RECEIVED

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING CONTRACTORS REQUEST FOR EXTENSION OF TIME TO COMPLETE CONTRACT

Investigation has been completed regarding the request (See reverse side) for an extension of time within which to complete the following project:

Contract No. 3691 Contractor E. L. Kennard

Highway Netarts-Cape Lookout Road

Section Cape Lookout Park Access Road

Kind of Work Grading and surfacing

It is recommended that such extension be granted as requested under the following terms and conditions:

WITHOUT PENALTY.

Approved by Highway Commission
Date Jan. 6, 1953
Secretary

Recommended for Approval:

/s/ J. D. Walker
Division Engineer

/s/ H. G. Smith
Construction Engineer or Bridge Engineer

/s/ W. C. Williams
Assistant State Highway Engineer

Contract No.	3691
Project designation: (State—Federal)	State
Date awarded	April 21, 1952
Work started	May 6, 1952
Per cent completed	60 - Sept. 3, 1952 (Date)
Specified completion date	Sept. 30, 1952
Previously extended to	- - -
Extension requested to	May 31, 1953

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST FOR EXTENSION OF TIME TO COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission,
Salem, Oregon.

Date September 15, 19 52

Gentlemen:

We, the undersigned, respectfully request an extension of 240 ~~120~~ days time, from Sept 30, 19 52, to May 31, 19 53, within which to complete our Contract No. 3691, described as follows: Grading and paving work on the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road and on the adjacent overnight camping area in Cape Lookout State Park in Tillamook County.

The above request is based upon the following reasons:

Impossibility to perform work due to materials and soil conditions. Attempting to do same caused delay in work making it necessary to complete in winter weather.

Respectfully submitted,

/s/ E. L. Kennard
Contractor

By ....

CONSENT OF SURETY

Date September 29, 19 52

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

/s/ Edw. O. Feek
Edw. O. Feek
Attorney-in-fact

C. A. TOMASSENE & SONS
/s/ C. A. Tomassene
C. A. Tomassene
Resident Agent

(SEAL) (SEAL)

State Printing Dept. 29015

E. L. KENNARD
GENERAL CONTRACTOR
1152 Pioneer Street - Enumclaw, Wash.
Phone 364-W

39-3714

3691

January 22, 1953

Mr. W. C. Williams
Assistant State Highway Engineer
Highway Department
Salem, Oregon

Dear Sir:

Our attorney, Mr. John Lichty, advised us of a telephone conversation held with you last week in which you advised him that Mr. Walker had informed you that we had approximately a week's work to complete the Cape Lookout Park access road, after which we would move into the West Salem bridge approach and complete all of the fills for which right-of-way was then available.

Heavy rains in the Tillamook area have altered the situation completely. At present over half of the roadway from Station 131 to 139 has sunken into the Netarts Bay floor, prohibiting the access of equipment needed to complete the work upon Station 157. Furthermore, no provision had been made to provide for rainfall and water runoff for the sand fills from Station 157 through 211 on the main road and from Station 00+0 to approximately Station 12+00 on the parking area road.

Currently every rainfall washes out the unprotected grade generally, and the completion picture is further complicated by two washed out culverts, on one of which we have no instructions and the instructions on the second in our opinion will not adequately remedy the situation.

In our opinion, from Station 131 to Station 139 it will necessitate moving into the hillside with considerable additional clearing, excavation and sloping, and this should be done at the earliest opportunity.

As soon as we have received instructions concerning the above matters, we will be able to estimate our completion date. In view of the matter as it now stands, it is our opinion that we should be relieved at once of further work at Salem and be finaled out on that job. The gravel bar from which we were securing materials for the fill at Salem is, of course, no longer available and a new source of material would be necessary. There is a very small part of the work that we could do before the bridge crew has finished, and certainly we could not do the rock or riprapping. Please see if anything can be done to expedite a solution of these two troublesome contract completions.

Yours very truly,

E. L. Kennard

E. L. Kennard

ELK:BR

RECEIVED
JAN 26 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

27-2714

January 14, 1953

E. L. Kennard, Contractor
1152 Pioneer St.
Enumclaw, Wash.

Dear Sir:

The State Highway Commission, at its meeting held on January 6, 1953, had under discussion your request for an extension of time of 240 days, from September 30, 1952 to May 31, 1953, within which to complete your contract No. 3691 for grading and surfacing on the Cape Lookout Park Access Road on the Netarts-Cape Lookout Road in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

Arthur Duffy,
Resident Engineer

H. O. Smith,
Construction Engineer

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29-3714

3691

December 17, 1952

Request for extension of time
No. 13
January 6, 1953 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from E. L. Kennard for an extension of time on Contract No. 3691, Cape Lookout Park Access Road, from September 30, 1952 to May 31, 1953.

Because of extremely swampy conditions, the contractor was unable to operate in a normal manner and, in fact, additional authorization was granted on this contract to permit the placing of sand stabilization materials in order that the roadway might be completed.

These conditions were beyond the control of the contractor, and I therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment
cc Mr. H. G. Smith

HGS lg

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
C[illegible]
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

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FOR FILING

29-3714

3644

October 27, 1952

Mr. E. L. Kennard,
1152 Pioneer Street,
Enumclaw, Washington.

29-3714

NOTED
W. C. WILLIAMS

Dear Sir:

The Highway Commission at their last meeting approved expenditure of $15,000.00 for additional rock to be used in stabilizing the fill across the swamp area on your contract (Cape Lookout Park Access Road), the pay item to be identical to your bid price for quarry run rock or $1.75 per cubic yard.

You may therefore proceed in the placing of this rock at your earliest convenience.

Yours very truly,

J. D. Walker
J. D. Walker,
Division Engineer.

JDW:AM
cc Mr. John Lichty
Mr. W. C. Williams
Mr. H. G. Smith
Mr. Arthur Duffy

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October 16, 1952

Oregon State Highway Commission

Gentlemen:

In the construction of the Cape Lookout Park Access Road we have run into an extremely difficult construction problem in a swamp area approximately 2,000 feet in length. This entire section is very wet and will not dry out, being just as wet at this time as it was last spring. The contractor has attempted to build a roadway across the area with available material, but his equipment churns the area into saturated mud, which bogs down the equipment.

It is apparent that in order to obtain a stable roadway it will be necessary to haul in quarry stone, dumping the rock at the fill end and working it ahead into the swamp area with a bulldozer. To construct the roadway in this manner will involve an additional $15,000 of quarry-run rock. As this is the only means we can work out to complete the roadway, it is respectfully requested that you authorize an increase of $15,000 in the project authorization. Mr. Armstrong advises that he has sufficient unused funds in his park budget for the year 1952, so that additional financing will not be required.

This matter will be on the next agenda, and I recommend your approval of the additional authorization, so that we may proceed immediately with completion of the road.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. H. G. Smith
Mr. C. H. Armstrong
Mr. S. H. Probert
Mr. C. H. Maison

65841.75

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FORM E-90 25M 6-51 40719

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1952

SUBJECT: Contract No. 3691
Cape Lookout Park Access Road

To: Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

NOTED
W. C. WILLIAMS

Dear Sir:

On Cape Lookout Park Access Road, under contract to E. L. Kennard, a difficult construction problem has been encountered in a swamp area between Stations 170 and 190.

You will observe from the accompanying profile that the area is extremely low lying, with grade line at an elevation of only 6.0. The water table is practically at ground level and under this condition is not susceptible to drainage.

This entire section is very wet. It is heavily timbered and the cleared area is only that which is actually occupied by the roadbed and slopes, very little sunshine or drying conditions reach the roadbed proper and the area is also shielded from wind, which might assist in drying. The excavated material from adjacent cuts is therefore saturated badly and is of a clay and silt formation, rendering it unfit for fill material in the swamp in question.

The contractor has attempted to build a roadway across the area with the available material but his equipment churns the area into a saturated mud which bogs down equipment.

It has been suggested that we use beach or dune sand; however, this is not practical, as a roadway would have to be built to the source of supply.

Our recommendation is that quarry rock be used for the fill. It can be trucked in from our rock source, dumped at the fill end and worked ahead with a bulldozer. The rock fill material would be paid for at the regular bid price for quarry run rock surfacing, which is $1.75 per cubic yard.

An estimate of just how much will be required is very difficult, as experience alone can determine the amount necessary to actually stabilize the area. However, we believe that a minimum of $15,000.00 additional will be necessary.

Yours very truly,

J D Walker

J. D. Walker,
Division Engineer.

JDW:AM
cc Mr. H. G. Smith
Mr. C. H. Armstrong
Mr. Arthur Duffy

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OCT 14 1952
FOR FILING

[illegible]-3[illegible]

3691

October 10, 1952

Mr. Watson D. Robertson
Attorney at Law
514 U. S. National Bank Building
Portland 4, Oregon

Dear Mr. Robertson:

In your letter of October 9, 1952 you inquire as to the name of the Washington road construction company which performed or was performing highway construction work north of Tillamook in July of this year.

I have searched the records of the State Highway Commission and find a record of only one contractor from the State of Washington who was performing work for the State Highway Commission in July. This contractor's name is E. L. Kennard, and his address is 1152 Pioneer Street, Enumclaw, Washington.

The contract awarded to Mr. Kennard is State Highway Contract No. 3691 for grading and surfacing the Cape Lookout State Park Access Road west of Tillamook. The contract was awarded on April 21, 1952 and the specified completion date was September 30, 1952.

The above is about as good information as I am able to give you from the description contained in your letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

BEACON 4133

WATSON D. ROBERTSON
ATTORNEY AT LAW
814 U. S. NATIONAL BANK BUILDING
PORTLAND 4, OREGON

October 9, 1952

State Highway Commission
Salem
Oregon

Gentlemen:

I am trying to locate a man who was with a State of Washington road construction company who, I am informed, had a contract for the improvement of the highway north of Tillamook in July of this year. I wonder if your records would show what the name of the company is and their address.

Thank you in advance for this courtesy.

Very truly yours,

Watson D. Robertson

Watson D. Robertson

WDR:nr

Contract No 3691
G. & S. Cape Look state Park access Road
Tillamook Co
E. E. Kennard
1152 Pioneer St -
Kennewick, Wash.
awarded April 21, 1952
completion date. Sept 30, 1952

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

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OC [illegible] 1952
FOR FILING

F R

39-3-114

3291

5565

October 6, 1952

Honorable O. E. Effenberger
County Judge
Tillamook, Oregon

Dear Sir:

I have your letter of October 1, 1952, and the attached copy of a letter dated August 20, 1952 from Attorney Warren A. McMinimee.

I have had our records checked and find that on the 26th day of March, 1952, an agreement was entered into between the Highway Commission and Tillamook County concerning the construction of the extension of Whiskey Creek County Road to Cape Lookout State Park. Under the terms of this agreement the State was to prepare all plans and accomplish the clearing, grading, placing of all drainage structures and placing of base rock surface on Unit 2 and Unit 3 of the above road. Tillamook County was to acquire all necessary right of way for that section designated as Unit 2 and to place crushed rock leveling course on Units 2 and 3.

I am informed that the Illingworth property is located within the bounds of Unit 2; therefore, it would appear that it was an obligation of the County to acquire this land.

The line through the Illingworth property was influenced somewhat by the owner's request that a large cedar tree be left standing. The Illingworths indicated that their damages would be greatly reduced if the tree was left standing and it was found that it was possible to do this without adversely affecting the line.

The encroachment of the barn on the right of way does not interfere with the grading and as the barn is old and will have to be replaced in the not too distant future, it would not be objectionable to leave it in place under an encroachment agreement for its lifetime.

I trust that some satisfactory arrangement concerning this matter may be worked out between the County and the property owner.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC lg

cc Mr. Forrest Cooper

ASSIGNMENT

No. 566
By BHB

October 2, 1952

Description: Letter from Judge Effenberger, and copy of a letter from Warren A. McMinimee, dated October 1 re re-deeding of property obtained from Paul Illingworth on Whiskey Creek-Cape Lookout road.

Acknowledged by _____ Referred to __COOPER ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __Mr. Baldock's__________ signature

Assignment executed 10-6-52 Report received ________
hi

Remarks:

ust Schollmeyer, County Commissioner

Wesley Shulmerich, County Commissioner

Tillamook County

O. E. EFFENBERGER, County Judge

Tillamook, Oregon

October 1, 1952

RECEIVED
1952

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I am enclosing for your reference the letter which we discussed several days ago concerning Mr. Paul Illingworths request for the re-deeding of property obtained from him for the Whiskey Creek-Cape Lookout road.

Your help in this matter will be appreciated.

Yours very truly,

O. E. Effenberger
County Judge

OEE:bb

REFERRED TO
Cooper
By State Highway Engineer

Please prepare
reply for me

2

RECEIV
OCT [illegible] 1952

WARREN A. McMINIMEE
Attorney At Law
Tillamook Bldg.
Tillamook, Oregon

20 August 1952

Tillamook County Court
Court House
Tillamook, Oregon

Gentlemen:

COPY

Paul and Grace Illingworth have consulted me with reference to a deed that the Tillamook County Court obtained from them on June 15, 1951, recorded in Book 129 Page 407, wherein the Illingworths conveyed to the County a strip of land at the head of Netarts Bay for road purposes.

Mr. Illingworth informs me that representations were made to him by the Court that Tillamook County was the owner of a road right-of-way lying between his presently located barn and the Bay and that in consideration of the above deed referred to, Tillamook County would in turn convey him the right-of-way property lying between the barn and the Bay in exchange for his deed for a 60-foot right-of-way between the barn and his house, reserving, however, the trees unto the Illingworths.

He, in good faith, gave the deed receiving no money therefor but has never received any deed in exchange. From the study made of the property, it appears that you had no property to transfer him in exchange and no payment being made, conveyance fails for want of consideration. Moreover, to his amazement, now that the State is going upon the property for clearing, he discovers that his barn is on the right-of-way covered by your deed. Under no circumstances, did he intend to convey any part of the property on which the barn rests nor did he intend to be obligated to move his barn from the right-of-way.

Under these circumstances, they feel you should re-deed to them their property and request is hereby made for you to do so or in the event you do not wish to do this, to pay him sufficiently for his ground and make the necessary provisions for him to move the barn if you still wish the property.

I would be pleased to discuss this matter with you at your early convenience for unless some amicable settlement is reached, Mr. Illingworth will be obliged to institute proceedings to cancel the deed.

Very truly yours,

'Warren A. McMinimee'
Warren A. McMinimee

WAM/s

RECEIVED
[illegible] 1952
FOR FILING

-691

May 29, 1952

Mr. E. L. Kennard
1152 Pioneer St.
Enumclaw, Washington

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3691, which was awarded to you on April 21, 1952 by the State Highway Commission, for grading and surfacing on the Cape Lookout Park Access Road Section of the Netarts-Cape Lookout Road in Tillamook County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED

FOR FILING

3/11

April 23, 1952

Mr. E. L. Kennard
1152 Pioneer Street
Enumclaw, Washington

Dear Mr. Kennard:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3691 for the Cape Lookout Park access Road Project on the Netarts, Cape Lookout Road about four miles south of Netarts in Tillamook County. This award was based onyour low bid of $57,626 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

August Schellmayer, County Commissioner

Wesley Shulmerich, County Commissioner

Tillamook County
O. E. EFFENBERGER, County Judge
Tillamook, Oregon

FOR FILING

21-114

April 14, 1952

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

This is to advise you that the Tillamook County Court has received from the Crown Zellerbach Corporation a quit claim deed covering a right of way on the Whiskey Creek project.

We also have received permission to take rock from their quarry in that vicinity, gratis: subject to some regulations, however, that they have regarding disposal of debris at the pit.

We hope that this will help make it possible to let a contract on this project in the near future.

Yours very truly,

O. E. Effenberger
County Judge

OEF:jb
cc: C. H. Armstrong
State Parks Superintendent

RECEIVED
FOR FILING

April 9, 1952

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing herewith for the records and files of the County of Tillamook a fully executed copy of an agreement between the State Highway Commission and Tillamook County covering the improvement of the Whiskey Creek County Road in Tillamook County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

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Enc. 1

RECEIVED
FOR FILING
FORM E-30 25M 3-51 47190

21-[illegible]

#[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 1372

Cross Referenced To:
Const
R/W
Co. Rd. Tillamook

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1952

SUBJECT: Assignment No. 3253

1170
3253

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

OFFICE COPY

Herewith three copies of an agreement covering the improvement of the Whiskey Creek County Road in Tillamook County.

Two copies of this agreement have been signed by the County Court and are now ready for presentation to the Commission.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

NOTED
W. C. WILLIAMS

RHP:MM
Encl.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Jan. 31, 1952 Minute page 4
Secretary

RECEIVED
MAR 31 1952

MISC. CONTRACTS and
AGREEMENTS No. 1372

Special Agreement
Tillamook County
Whiskey Creek County Road
April, 1952

DISTRIBUTION SHEET. NOT PART OF ATTACHED DOCUMENT

Copies Distributed as Follows:

City of ______ ______

County of Tillamook 1

R. H. Baldock		Office Engineer	1
W. C. Williams		Personnel	
W. W. Stiffler		Right of Way	
Accounting		Secretary	1
Bridge		Sec. of State	
Construction		Sign	
County & City	1	Traffic	
Division No. 2	1	Parks	1
Legal			
Maintenance			

OFFICE COPY

MISC. CONTRACTS and
AGREEMENTS No. 1372

ASSIGNMENT

March 18, 1952

No. 3253
By wcw

Description: Mr. Armstrong's letter of March 17 and six copies of agreement between State and Tillamook County re extension to Whiskey Creek County Road

Acknowledged by _____ Referred to _ Cattrall ✓ _______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ______ Report received _________

Remarks: For execution by County.
WCW

MISC. CONTRACTS and
AGREEMENTS No. 1372

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1952

SUBJECT:

REFERRED TO
Glaisyer
By Asst. Chief Engineer

To:

Mr. W. C. Williams
Ass't State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I am attaching herewith six copies of an agreement between the State and Tillamook County relative to the constructing of an extension to the Whiskey Creek County road, Cape Lookout State Park.

This was approved by the Commission on January 31st 1952. After your approval, will you please forward these to the Secretary for the signatures of the Commission.

Very truly yours,

C H Armstrong

C. H. Armstrong
State Parks Superintendent

CHA:jec
Attach. (6)

MAR [illegible]

NOTED
W. C. WILLIAMS

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FOR FILING
FORM E-30X 25M 11-50 44702

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3196

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1952

SUBJECT:

To: Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

Herewith copy of a letter from Mr. C. H. Armstrong to Mr. Baldock, regarding Commission's action with regards to construction of a roadway in the Cape Lookout Park.

Will you please arrange to prepare the plans for this project so that we may call for bids at an early date. As you will note, the Parks Department has done part of the field work on this project, and it is requested that you coordinate your work with that previously done by Mr. Armstrong's forces.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. H. Armstrong

1a.2

1/31/52

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FOR

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1952

SUBJECT:

To:

Mr. C. W. Enfield
Chief Counsel
Office

Dear Mr. Enfield:

At the last Commission meeting it was agreed that the State would build an extension of the Whiskey Creek road to the Cape Lookout State Park at an estimated cost of $35,200.00, with the understanding that Tillamook County would provide what additional right of way is necessary outside of the Park and furnish the necessary leveling course, or crushed material, to cover the broken rock base or topping amounting to approximately 1250 yards. After the road is completed the County is to maintain that portion outside of the Park area as a County road.

In discussing this matter with Mr. W. C. Williams, Assistant Highway Engineer, it is his feeling that this should be made an agreement drawn up and signed by both the County Court and the Highway Commission.

I will be pleased if you will draw up the necessary agreement covering this matter.

I am attaching a map of the proposed construction for your information, as well as the estimate of cost showing the distances inside and outside of the Park, as well as the total distance to be contracted.

Very truly yours,

C. H. Armstrong

C. H. Armstrong
State Parks Superintendent

CHA:jec
Attachments.
cc: W. C. Williams

ASSIGNMENT

February 13, 1952

No. 3190
By wcw

Description: **Mr. Armstrong's letter of February 5 in connection with preparation of plans and specifications for Cape Lookout road**

Acknowledged by _____ Referred to __ **Smith** ________

Investigate and report with recommendation
xxxx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply PLEASE RETURN TO
Please prepare for ________ W. C. WILLIAMS __ signature
____

Assignment executed 2-18-52 Report received ________

Remarks: **Please prepare plans and call for bids.**
WCW

FORM E-30 25M 3-51 47196

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1952

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

In accordance with the Commission's action on January 31st, it will be necessary to prepare plans and specifications for the Cape Lookout road as well as the roadway into the overnight camping area. Part of this work has been completed by our force and we will be able to aid in preparing these plans. However, I presume you would like to make the request of the Construction Division and that they handle this particular phase of the work.

If you approve this, I will be pleased if you will make the request that this be handled through the Construction Division.

Very truly yours,

C H Armstrong
C. H. Armstrong
State Parks Superintendent

CHA:jec
cc: H. B. Glaisyer

Williams:
Please handle this

RECEIVED
~~FOR~~ FILING

[illegible]

Cross Referenced To:
Const
R/W
Co Rds - Tillamook

January 23, 19[illegible]

Oregon State Highway Commission

Gentlemen:

In his letter under date of January 10 Mr. C. H. Armstrong reported to you relative to a revised estimate for constructing a gravel-surfaced road into the Cape Lookout State Park. He estimated the cost of the road within the park area at $16,600 and the portion outside the park area at $[illegible], the total cost for the two being $35,200.

Mr. Armstrong reports that he believes the County Court will provide the crushed surfacing materials, which are estimated to cost $[illegible],000.

I think it proper that the State construct the portion within the park, but the County should construct that portion outside the park area, which will connect with an existing county road under the maintenance obligation of the County.

I recommend that, if approval be given to the construction of the road into the park, the agreement with the County stipulate that the County will designate that portion outside the park as a county road and maintain it as such.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. C. H. Armstrong
Mr. C. H. Maison

AGENDA
JAN 31 1952

1a-2

80M 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

January 1[illegible], 1952

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 34[illegible]
Coos Bay, Oregon

Dear Mr. Chandler:

As requested by you at the last Commission meeting, with a member of the Construction Department I made a revised estimate of the cost of the road construction into Cape Lookout State Park. This road begins at the end of the present County developed Whiskey Creek road and extends through the Park.

The estimate does not include oil surfacing or sufficient base material to stand up under heavy log hauling, but will be of sufficient thickness to take care of the Park use. The portion outside of the Park is estimated to cost $18,600, that within the Park area, or Unit 3, $16,600; the total cost of the two units combined would be $35,200. The length of Unit 2, outside of the Park, is .969 mile, and that within the Park is .874 mile, making a total of 1.843 miles. Consideration was given to the matter of making a bull dozer road on an irregular grade with surfacing material, but this would still require about the same amount of clearing, same culverts, and about the same amount of rock. If in the future it would be necessary to revise the grade for satisfactory use, the loss would be considerable in the surfacing; however, my recommendation is that grading be done in a way that no revision will be necessary within a reasonable length of time. That is reflected in the estimates that I am presenting to you.

The County Judge informed me that he believes that the County Court could take care of the surfacing material, that is the leveling course, which would cost approximately $5,000. This would be a considerable item in as much as this is a small job for a crusher and it would be necessary that it come from a commercial plant or a County quarry. This would be their contribution to the project.

I wish to recommend that you give this matter serious consideration in that we do need a road into the area, and I believe the estimate is nominal and yet satisfactory to complete the job. I recommend your approval.

Very truly yours,

C H Armstrong

C. H. Armstrong
State Parks Superintendent

Parks

cc: Chas. H. Reynolds
M. K. McIver
H. B. Glaisyer
R. H. Baldock

Encls.

CAPE LOOKOUT PARK ACCESS ROAD

UNIT NO. 2 —— 0.969 MILE (Revised)

Item	Unit	Unit Price	Amount
Clearing and grubbing	2.0 Acres	$ 500.00	$ 1000.00
Excavation	18,000 Cu. Yds.	.40	7200.00
Short Overhaul	8,000 Yd. Sta.	.02	160.00
18-inch Concrete Culvert Pipe	150 Lin. Ft.	4.00	600.00
24-inch Concrete Culvert Pipe	50 Lin. Ft.	5.50	275.00
48-inch Concrete Culvert Pipe	40 Lin. Ft.	20.00	800.00
Base Course Rock	2,600 Cu. Yds.	1.50	3900.00
Leveling Course	650 Cu. Yds.	4.00	2600.00
			$16535.00
	12½% Engineering and Contingencies		2065.00
	Total		$18600.00

CAPE LOOKOUT PARK ACCESS ROAD

UNIT NO. 3 ——— .874 MILES (Revised)

Item	Unit	Unit Price	Amount
Clearing and grubbing	2.0 acres	$ 500.00	$ 1000.00
Excavation	12,000 Cu. yds.	.40	4800.00
Overhaul	15,000 Yd. Sta.	.02	300.00
18-inch Concrete Culvert Pipe	60 Lin. Ft.	4.00	240.00
24-inch Concrete Culvert Pipe	50 Lin. Ft.	5.50	275.00
Base Course Rock	2,400 Cu. yds.	1.50	3600.00
Leveling Course	600 Cu. yds.	4.00	2400.00
Jackson Creek 1-15 foot span			1500.00
18' Concrete pipe-install only	130	2.00	260.00
24" Concrete pipe-install only	90	2.00	180.00
36" Concrete pipe-install only	40	5.00	200.00
			$14,755.00
	12½% Engineering and Contingencies		1,845.00
	Total		$16,600.00

CAPE LOOKOUT PARK ACCESS ROAD

UNIT NOS. 2 & 3 — 1.843 MILES

ITEM	UNIT		UNIT PRICE	AMOUNT
Clearing and Grubbing	4.0	Acres	$ 500.00	$ 2,000.00
Excavation	30,000	Cu. Yds.	.40	12,000.00
Short Overhaul	23,000	Yd. Sta.	.02	460.00
18-inch Concrete Culvert Pipe	210	Lin. Ft.	4.00	840.00
24-inch Concrete Culvert Pipe	100	" "	5.50	550.00
48-inch Concrete Culvert Pipe	40	" "	20.00	800.00
Base Course	5,000	Cu. Yds.	1.50	7,500.00
Leveling Course	1,250	" "	4.00	5,000.00
18-inch Conc. Culv. Pipe, install only	130	Ft.	2.00	260.00
24-inch Conc. Culv. Pipe, install only	90	"	2.00	180.00
36-inch Conc. Culv. Pipe, install only	40	"	5.00	200.00
15-foot Timber Span Bridge	1	Span	1,500.00	1,500.00
				$31,290.00
12½% Engineering and Contingencies				3,910.00
			Total	$35,200.00

IVED
FOR FILING

[illegible]

# [illegible]

AGENDA
DEC 21 1951

December 7, 1951

Hon. Otto E. Effenberger
County Judge
Tillamook County
Tillamook, Oregon

Dear Judge Effenberger:

This note is simply to confirm the appointment that I made for you yesterday to discuss with the Highway Commission at its meeting on Friday, December 21, the improvement of the Whiskey Creek road leading to Cape Lookout State Park.

The time reserved is the fifteen-minute period starting at 11:30 a. m. on that day. The meeting as usual will be held in the Green Room on the first floor of the Imperial Hotel, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

11:30 AM
12/21

D

AGENDA
DEC 20 1951

December 7, 1951

Members of the State Highway Commission

Gentlemen:

The County Court of Harney County has requested an appointment with the State Highway Commission at its next meeting on December 21, 1951 to discuss further the matter permitting the movement of truck and trailer combinations 60 feet overall in length over State Secondary Highways in Harney County. I have assigned the fifteen-minute period starting at 10:45 a.m. on December 21.

[illegible] 2 - Spec

The Tillamook County Court also has requested an appointment with the Commission on the same day to discuss the improvement of the road leading to Cape Lookout State Park. I have assigned the Court the fifteen-minute period starting at 11:30 a.m. on December 21.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: R. H. Baldock
W. C. Williams

29-3.05 1952

Tillamook Maintenance Building.

#3692

29-3.08 1952

Tillamook Maintenance Building.

#3692

[illegible]EIVED
[illegible] FEB [illegible]53
FOR FILING

29-[illegible]

26 [illegible]

Lewis

February 4, 1953

Pete's Electric Service
1016 Pacific Avenue
Tillamook, Oregon

Gentlemen:

Thank you for your letter of February 3rd stating that your account with the Beaverton Service Company has been paid in full.

This is in connection with the State Highway Contract #3692 for whom Beaverton Service Company acted as sub-contractors to the United Builders, Inc.

Very truly yours,

Secretary

FAQ:dc

NOTED ON CARD
2-4-53 g

NE 327
ALL TYPES
OF WIRING

Pete's Electric Service
TILLAMOOK, OREGON

1016 PACIFIC AVENUE
FHA TERMS
IF DESIRED

February 3, 1953

3692

State Hiway Department
Salem, Oregon

Gentlemen:

Thank you very much for your kind reply regarding our letter concerning our account with the Beavertoh Service Company. This account has been paid in full. We appreciate the information you have sent us and will keep it for future reference.

Sincerely,

Pete's Electric Service

NOTED ON CARD
2-3-53, gx

RECEIVED
FOR FILING

Luno

31-3408

January 30, 1953

Pete's Electric Service
Tillamook, Oregon

Gentlemen:

Your letter of January 29 concerning your bill against the Beaverton Service Company has been received.

United Builders, Inc., whose address is Post Office Box 211, Beaverton, Oregon, were awarded State Highway Contract No. 3692 for work on the maintenance building in Tillamook. This contract was completed October 27 and accepted by the Highway Commission on November 24, 1952. Final payment was mailed to the contractor on January 23, 1953.

If you do not receive payment of your account within what you consider a reasonable time, please write to us again and give us some details concerning your claim — the amount, nature, et cetera.

In the event that it might be necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it might be well to file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure.

The Fidelity and Deposit Company of Maryland through Clarence D. Porter, 302 Failing Building, Portland 4, furnished the performance bond on this contract. The bond is provided to assure satisfactory completion of the contract and payment of all bills incurred on the job. If a formal claim is lodged with us, we will also advise the surety that it has been received.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
1-28-53

hone 327

1016 3rd Ave. E.

ALL TYPES
OF WIRING

Pete's Electric Service

TILLAMOOK, OREGON

FHA TERMS
IF DESIRED

January 29, 1953

3692

Oregon State Hiway Commission
Salem, Oregon

Gentlemen:

We are holding a bill against the Beaverton Service Company of Beaverton for some electrical work done on your Maintenance Building in this area. Beaverton Service claims that the United Builders declare that they have not received payment from you and so are holding up payment to Beaverton and Beaverton in turn is holding up payment to us. We would appreciate information from you as to whether or not this account has been paid by you , and if so, when. If not, we would appreciate some action on this so that we might close this account. Please let us hear from you. Thank you.

Sincerely,

Pete's Electric Service

REFERRED TO
BY SECRETARY

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 20, 1953

29-346[illegible]		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3692	4-final	United Builders Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
405	B-57799	$ 881.87	1/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Aug. 31, 1952**

Time Extensions: **Extended to Oct. 27, 1952 without penalty**

Completion Date: **Oct. 27, 1952**

Date Accepted: **Nov. 24, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-23-53**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

a a Wicklander

NOTED ON C[illegible]

1-23-53

RECEIVED
FOR FILING

[illegible]

[illegible]

January 5, 1953

Fidelity & Deposit Company of Maryland
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3692 for constructing Tillamook Maintenance Building was completed by the contractor, United Builders, Inc., on October 27 and was formally accepted by the Commission on November 24, 1952.

Final payment in the amount of $881.87 will be released to the contractor on or after January 15, 1953. The total contract amount is $10,445.21, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Company of Maryland
Clarence D. Porter, Manager
Oregon Branch Office
302 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD
1-5-53, g

RECEIVED
FOR FILING

29-34 [illegible]

10 [illegible]

December 11, 1952

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 57 days, from August 31 to and including October 27, 1952, within which to complete your contract No. 3692 covering maintenance building at Tillamook in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
N[illegible] 1952
FOR FILING

34

R

November 7, 1952

State Highway Commission

Request for extension of time
No. [illegible]
November 24-25 meeting.

Gentlemen:

Re: Tillamook Maintenance Building
Contract 3[illegible]2
United Builders, Inc., Contractor

Herewith copy of a request for an extension of time, from August 31, 1952 to and including October 27, 1952, for the completion of the work on the Tillamook Maintenance Building, United Builders, Inc., contractor.

The building was completed by the specified completion date with the exception of minor adjustments and the addition of some drainage facilities which were not included in the original contract. We took possession of the building and have been using it since the contract completion date. It is recommended that the extension be granted without penalty to the contractor.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm

RECEIVED
MAY 15 1952
FOR FILING

3692

May 14, 1952

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3692, which was awarded to you on April 21, 1952 by the State Highway Commission, covering construction of Tillamook Maintenance Building in Tillamook County.

We are also mailing a copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 5/14 gl

RECEIVED
FOR FILING

April 23, 1952

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission on April 21, 1952, awarded you Contract No. 3692 for construction of the Tillamook Maintenance Building at Tillamook in Tillamook County. This award was based on your low bid of $10,382 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa, SIAC

Enclosure

RECEIVED

FORM E-20X 25M 2-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1952

SUBJECT:

To:

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

There is an item in the 1952 Maintenance Station Improvement Budget covering the construction of a standard shop unit and two storage bay maintenance station building at Tillamook. It is planned to construct a concrete block shop and two bay unit 28' x 52' with uplift doors and metal roof on the present maintenance station site in Tillamook.

We attach a sketch which shows the proposed location of the building. The contractor should install standard plumbing and construct a septic tank and disposal area. The building should be connected to water line and power line both of which are on the property as shown on the sketch. It is requested that no drain sump be placed in the shop bay and that provision be made for the entire shop floor to slope toward the front door. The rock backfill to be placed inside the building by maintenance forces.

The budget item for this project is $10,000; we estimate this will cover the cost as follows:

Contract construction of building 28' x 52'	
1456 Square feet at $5.50	$8,008
12½% for engineering and contingencies	1,001
Total	$9,009
Work to be performed by State Forces:	
Backfill material	
Surfacing	$ 300
Oiling	200
	500
Total	$1,000

Inasmuch as the property on which this building is to be constructed is State owned and the project was approved in the 1952 budget, we can proceed to advertise this project as soon as plans are completed.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
cc- W. W. Stiffler

file

NOTED
W. W. STIFFLER

1-1215 Unity Jct.-Will Gulch Reoiling 1952
Proj. on Baker-Unity Hwy. about 2 M.
west of Unity and 25 M. S. of Baker.
#3693

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 27, 1953

1-11615

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3693	2-final	LESLIE HARRIS

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22930	R-81098	$ 738.99	11/25/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1952

Time Extensions: Extended to June 30, 1953 without penalty

Completion Date: June 30, 1953

Date Accepted: Aug. 6. 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wiklander

11-30-53

RECEIVED
JUL 24 1953
FOR FILING

[illegible]

3693

July 24, 1953

General Casualty Company of America
J. C. Finlay General America Agency
Lincoln Bldg.,
Portland, Oregon

Gentlemen:

State Highway contract No. 3693 for work performed on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County was completed by the contractor, Leslie Harris, on June 30, 1953, but has not as yet been accepted by the Commission.

Final payment in the amount of $738.99 will be released to the contractor after acceptance by the Commission. The total contract amount is $24,632.90, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

NOTED ON CARD

7-24-53

RECEIVED
JUL 15 1953
FOR FILING

1-4-15

[illegible]

July 13, 1953

General Casualty Co. of America
J. C. Finlay, Agent
209 S. W. Fourth Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Leslie Harris in connection with contract No. 3693, for reoiling on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County.

This payment, in the amount of $23,893.91, will be released to the contractor on or after July 23, 1953. The retained percentage is $738.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

7-13-53

Form E-1

1-4215

OREGON STATE HIGHWAY DEPARTMENT

FINAL REPORT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1953

Section Unity Junction--Mill Gulch

Kind of work Reoiling

Highway Baker--Unity

Section prefix 1-4215

Contractor Leslie Harris

Contract number 3693

Date of contract April 22, 1953

Date of completion August 31, 1952

Date work started June 22, 1953

Estimated date of completion June 30, 1953

Amount of contract $22,145.50

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $24,632.90

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $987.31, 40.3%

Date project was completed June 30, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished oiling Saturday morning, June 27. He is now brooming Saturday afternoon, Monday and Tuesday. Engineering party on job consisted of Seaman, Burch, Lynch, and Boydstun.

Job Completed June 30

Noted

NOTED RAY WEBBER

NOTED FORREST COOPER

Signed Kevin Laughlin

Address Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				21.22	
Miles partially completed					
Miles completed				21.22	
Total estimated quantities				380 Tons 200-300	
Estimated quantities moved or placed to date				377.52 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time				Time is up	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				18	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ....2...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Broom ....1...., Trucks ....7...., Distributor 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
1953
FOR FILING

April 20, 1953

COPY

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Dear Mr. Chandler:

Mr. Williams has advised me as to why work has not been started on Contract No. 3693, the Unity Junction-Mill Creek Section, and Contract No. 3770, the Benton County Line-Cheshire Section.

The Unity Junction-Mill Creek Section is a reoiling project for which the rock was produced by another contractor. The rock contractor was the N. A. Toole Construction Company, and this company fell somewhat behind its schedule in 1952 and was unable to produce the rock for the Unity Junction-Mill Creek Section in time for the oiling contractor to do the oiling work in seasonable weather last year. It was necessary, therefore, to postpone the oiling work until seasonable weather this spring, which should now be within the next month in that locality.

On the Benton County Line-Cheshire Section we perhaps were somewhat at fault in awarding a contract on which we really did not expect any work to be performed until the spring of 1953. This 6.5-mile section consists of grading, surfacing, and paving, and the contract was let so late in the year, July 22, that there was absolutely no chance for the contractor to complete the job that year. As the improvement necessitated tearing up the existing road, any work performed in the fall of 1952 would have caused serious difficulty to traffic during the winter months. Mr. Yett is starting this job this week but has already had a commercial rock-crushing plant producing aggregates for his pavement. This area traverses a rather swampy section, and it has not been possibel to start the grading work before this time. We think there is no doubt but that this project will be completed within the specified completion date, which is August 31, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. W. C. Williams

WCW:me fp

RECEIVED
OCT 9 - 1952
FOR FILING

1-4215

October 7, 1952

Mr. Leslie Harris
805 S. E. Court Ave.
Pendleton Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 302 days, from August 31, 1952 to June 30, 1953, within which to complete your contract No.3693, for reoiling on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

Kevin Laughlin,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
SEP 2 1952
FOR FILING

August 28, 1952

Oregon State Highway Commission

Request for extension of time
No. 3
September 22 and 23 meeting

Gentlemen:

Herewith is a request from Leslie Harris for an extension of time on Contract No. 3592, Unity Junction-Mill Gulch section of the Baker-Unity Highway, from August 31, 1952 to June 30, 1953.

The provisions of this contract stated that the rock for the reoiling would be furnished by the State through another contract. Failure of the other contractor to provide the rock in sufficient time for oiling this season necessitates the carrying over of the project until next year.

Since the overrun is not the fault of the contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. H. G. Smith

hi

RECEIVED
MAY 29 1952
FOR FILING

1-4.

3693

May 29,1952

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on April 22, 1952, as follows:

Contract No. 3693, for reoiling on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County.

Contract No. 3701, for grading and surfacing on the Ione (Spring Street) Section in Morrow County.

We are also sending executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
FOR FILING

April 24, 1952

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Dear Mr. Harris:

The State Highway Commission on April 22, 1952, awarded you Contract No. 3693 for the oiling of the Unity Junction-Mill Gulch Reoiling Project on the Baker-Unity Highway about 2 miles west of Unity and 25 miles south of Baker in Baker County. This award was based on your low bid of $22,145.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

S-213(16) Nehalem River Bridge on 1952
the Nehalem Secondary Highway.
#3624

RECEIVED
FOR FILING

Lewis

March 15, 1954

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received in this office a copy of a receipt and release from Mercer Steel Company, Inc., in which they release and discharge any and all claims against Snook Brothers for labor or materials furnished in construction of the [illegible] River Bridge on State Highway Contract No. 3694.

Although this office has no record of the Mercer Steel Company claim, we forward the information concerning payment to you as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Brothers
P. O. Box 647
Corvallis, Oregon

Snook P

RECEIVED
MAR 16 1954
FOR FILING

[illegible]

3694

March 15, 1954

Conley and Greene
Attorneys at Law
805 Equitable Building
Portland 4, Oregon

Attention: Mr. James L. Conley

Gentlemen:

Thank you for your letter of March 12th to which was attached a Receipt and Release from Mercer Steel Company for their claim against Snook Brothers on State Highway Contract No. 3694 for construction of a bridge over the Nehalem River on the Nehalem Secondary Highway in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

CONLEY & GREENE
ATTORNEYS AT LAW
805 EQUITABLE BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 7291

JAMES L. CONLEY
THOMAS G. GREENE

March 12, 1954

3694

Oregon State Highway Department
Salem
Oregon

Attention: Mr. Glaisyer

Re: Nehalem River Bridge project.

Dear Sirs:

Some time ago Mercer Steel Company wrote your Department a letter about a claim which they had against Snook Brothers and their surety, Maryland Casualty Company, on the above job. They did not file any claim, as required by the Oregon statute and therefore were not in a position to enforce their demands against the surety. However, in a general settlement with Mercer Steel, they included whatever claim they thought they had and have executed their release, which I enclose herewith for your files.

Very truly yours,

CONLEY & GREENE

By Jas. L. Conley
James L. Conley.

[illegible]

JLC:mb

RECEIVED
AP 15 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIPT AND RELEASE

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned does hereby release and discharge any and all claims against Snook Brothers for labor or materials furnished Snook Brothers in connection with that certain construction contract known as NEHALEM RIVER BRIDGE, on Nehalem Secondary Highway in Clatsop County, Oregon, being State of Oregon Highway Contract #3694, and does hereby acknowledge payment thereof.

DATED: March 10 , 1954.

MERCER STEEL CO., INC.

By H D Mercer Pres.

[illegible]CEIVED
JAN 22 1954
FOR FILING

3-214(11)

3694

Lewis

January 19, 1954

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention: Mr. Harold B. Hutchinson

Gentlemen:

State Highway Contract No. 3694, awarded to Snook Brothers for construction of a bridge across the Nehalem River on the Nehalem Secondary Highway in Clatsop County, was completed December 23, 1952, and accepted by the Commission on January 6, 1953. Final payment was sent to the contractor on April 13, 1953.

Maryland Casualty Company through Hansen and Rowland, Inc., 611 Henry Building, Portland 4, furnished the performance bond for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR
JOHN H. BUTTLER
JONATHAN U. NEWMAN

January 15, 1954

Oregon State Highway Commission

Salem, Oregon

Re: Snook Brothers
Nehalem River Bridge

Gentlemen:

Our office is attorneys for Mercer Steel Co. Inc., of Portland, Oregon, who furnished certain steel to Snook Brothers for use in construction of the Nehalem River Bridge under Oregon State Highway Contract No. 3694. Our client has not bee paid on this particular contract and has not to date filed any notice of lien.

Would you please be good enough to furnish us with the completion date on this contract and the date the same was accepted by the Highway Commission.

We would also appreciate receiving the name of the bonding company who wrote the performance bond.

Thank you for your cooperation in this matter, we are

Very truly yours,

Harold B. Hutchinson
CAKE, JAUREGUY & HARDY

HBH:gc

REFERRED TO
Geary
BY SECRETARY
prepare reply

Lewis

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JAN 22 1954
FOR FILING

(11)

3674

January 19, 1954

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

We have received a letter from Cake, Jaureguy & Hardy, 220 Equitable Building, Portland 4, in which they state that Mercer Steel Company has a claim against Snook Brothers for steel furnished in construction of the Nehalem River Bridge, Contract No. 3694. The amount of the claim is not given.

This information is provided as your company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAW:md

cc - Hansen & Rowland, Inc.
Portland office

Hansen & Rowland, Inc.
Tacoma office

Snook Brothers
Corvallis, Oregon

RECEIVED
[illegible] 1953
FOR FILING

Files

Lewis

S-213(11)

3694

June 9, 1953

NOTED
H. B. GLAISYER

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

We have received a letter from the Portland Wire and Iron Works in which they write as follows:

"Relative to your letter dated 5 June 1953, please be informed that our claim against Snook Brothers in the amount of $358.05 for materials furnished to them on State Highway Contract No. 3694 for work on the Nehalem River Bridge, has been satisfied."

This information is provided as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

[illegible]

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Snook Brothers
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD
6-9-53

Lewis

RECEIVED
1953
FOR FILING

2-713(11)
3694

Files

June 9, 1953

Portland Wire & Iron Works
4644 S. E. Seventeenth Avenue
Portland 2, Oregon

Attention: Mr. Lee Foster

Gentlemen:

Thank you for your letter of June 8 informing us that your claim against Snook Brothers in the amount of $358.05 for materials furnished to them on State Highway Contract No. 3694 has been satisfied.

We will advise the contractor and the surety that your letter has been received.

NOTED
H. B. GLAISYER

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

NOTED ON CARD
6-9-53

EMPIRE 2194

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Fabrication and Erection of Steel and Wire

STEEL AND WIRE DISTRIBUTORS
4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

8 June 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query
Acting Secretary

Dear Sir:

Relative to your letter dated 5 June 1953, please be informed that our claim against Snook Brothers in the amount of $358.05 for materials furnished to them on State Highway Contract No. 3694 for work on the Nehalem River Bridge, has been satisfied.

Very truly yours,

PORTLAND WIRE & IRON WORKS

Lee Foster

Lee Foster

LF:o

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[illegible]
[illegible] SION

NOTED ON CARD
6-[illegible]-53 gk

RECEIVED
FOR FILING

S-212 (10)
3694

Lewis

June 5, 1953

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

This is to acknowledge your letter of June 4th concerning the status of a claim filed by the Portland Wire and Iron Works against Snook Brothers on State Highway Contract No. 3694.

We have not received notice from the Portland Wire and Iron Works that the claim has been paid. We are writing them, however, for clarification.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

T. HANSEN, PRES.   I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

June 4, 1953

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 58029 - Snook Bros. -to- State of Oregon -as- Contract for Construction of Nehalem River Bridge on Nehalem Secondary Highway in Clatsop County, Oregon. Federal Aid Project No. S-213(16).

Gentlemen:

We are informed by our Principal that the Portland Wire and Iron Works claim against this contract in the amount of $358.05 has been fully satisfied.

Will you kindly advise us whether or not the claim has been released as far as your records are concerned.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace, Asst. Mgr.
Surety Bond Department

KMM/dh

RECEIVED
FOR FILING

5-21

Lewis

June 5, 1953

Portland Wire and Iron Works
4644 S. E. 17th Avenue
Portland, Oregon

Gentlemen:

On May 11 we received a notice of claim in this office from your company against Snook Brothers in the amount of $358.05 for materials furnished to them on State Highway Contract No. 3694 for work on the Nehalem River Bridge.

We have heard that the claim has been satisfied. Will you please verify this.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

[illegible]CEIVED
MAY [illegible] 1953
FOR FILING

May 12, 1953

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Portland Wire and Iron Works against Snook Brothers. The claim in the sum of $358.05 is for expansion rockers and deck drains furnished on State Highway Contract No. 3694 for construction of the Nehalem River Bridge on the Nehalem Secondary Highway in Clatsop County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md
Attach.
cc:
Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Snook Brothers
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD
5-12-53

COPY

[illegible] # 2194

Portland Wire & Iron Works

Established 18[illegible]

Fabrication and Erection of Steel and Wire

Steel and Wire Distributors

4644 S. E. Seventeenth Avenue
Portland 2, Oregon

6 May 19[illegible]

To: The Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Portland Wire & Iron Works, has a claim for furnishing the expansion rockers and [illegible] in the sum of $[illegible].05 against the bond taken from the Maryland Casualty Company and their agent is [illegible], Inc., 611 Henry Building, Portland, Oregon, for the work of [illegible] River Bridge #3112 A, [illegible] miles [illegible] of [illegible], Oregon, [illegible] Secondary Highway, ([illegible], P.O. Box [illegible], Corvallis, Oregon).

Portland Wire & Iron Works

Signed by:............... ....
[illegible] L. [illegible], Vice-President

ENDORSED
File No. [illegible]
Filed May 11, 19[illegible]
EARL T. [illegible], Secretary of State

[illegible]
[illegible]

RECEIVED
MAY [illegible] 1953
FOR FILING

May 12, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of May 11th to which was attached three copies of a claim filed with your office by Portland Wire and Iron Works against Snook Brothers on State Highway Contract No. 3694. The claim is in the sum of $358.05 and bears your file No. 3394.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

NOTED ON CARD
5-12-53

RECEIVED
MAY [illegible] 1953
FOR FILIN

S-213(11)

3694

PORTLAND WIRE & IRON WORKS
ESTABLISHED 1892
STEEL AND WIRE FABRICATORS ◆ STEEL AND WIRE DISTRIBUTORS
ERECTORS OF STEEL, WIRE WORK AND CHAIN LINK FENCES
4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON
EMPIRE 2195

6 May 1953

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Pursuant to Chapter 44 of Public Contracts and Employment thereunder Article 1, (Contractors, Bonds, Bids and Bidding), we hereby give you notice that we have not received full remuneration for materials furnished the Snook Bros., on jobs: Nehalem River Bridge #3112A, 6 Miles South of Birkenfeld, Oregon, Nehalem Secondary Highway, and, Calapooya Creek Bridge-#7563 near Oakland, Oregon.

[illegible]
3797

Enclosed herewith are our official notices to you in order that they may become a public record.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C.A. Lomax

CAL:c
encl.
cc:OSH Comm.

RECEIVED
MAY 25 19
FOR FILING

S-313 (IL)

24

PORTLAND WIRE & IRON WORKS
ESTABLISHED 1892
STEEL AND WIRE FABRICATORS ◆ STEEL AND WIRE DISTRIBUTORS
ERECTORS OF STEEL, WIRE WORK AND CHAIN LINK FENCES
4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON
EMPIRE 2195

6 May 1953

To: The Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Portland Wire & Iron Works, has a claim for furnishing the expansion rockers and deck drains in the sum of $358.05 against the bond taken from the Maryland Casualty Company and their agent is Hansen & Rowland, Inc., 611 Henry Building, Portland, Oregon, for the work of installing the Nehalem River Bridge #3112 A, 6 miles South of Birkenfeld, Oregon, Nehalem Secondary Highway, (Snook Bros., P.O. Box 687, Corvallis, Oregon).

PORTLAND WIRE & IRON WORKS

Signed by:..................................
A.L. Foster, Vice-President

RECEIVED
APR 24 1953
FOR FILING

5-213(16)

3694

April 23, 1953

Portland Wire & Iron Works
4644 S. E. Seventeenth Avenue
Portland 2, Oregon

Gentlemen:

The surety on Contract No. 3797, awarded to Snook Brothers for construction of the Calapooya Creek and Stearns Lane structures, is the Maryland Casualty Company and their agent in this instance is Hansen and Rowland, Inc., 611 Henry Building, Portland.

On Contract No. 3694, awarded to Snook Brothers for construction of a bridge on the Nehalem River in Clatsop County, the surety is the same company and agent.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

AQ:md

RECEIVED
[illegible] 1953
FOR FILING

April 14, 1953

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

State Highway Contract No. 3694, awarded to Snook Brothers for construction of the Nehalem River Bridge in Clatsop County has been completed and the final payment mailed to the contractor on April 13, 1953.

The final contract price was $123,542.11.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FQ:ehr

cc Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

706.26

H. T. HANSEN, Pres. I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS

SURETY BONDS - GENERAL INSURANCE

TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

- 144

February 17, 1953

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Bond No. 58029 - Snook Bros. -to- State of Oregon -as- Contract for construction of Nehalem River Bridge on Nehalem Secondary Highway in Clatsop County, Oregon

Gentlemen:

We thank you for your replies on our contract inquiry form dated February 5, 1953.

We note thereon that although the contract under the above captioned bond has been completed and accepted the final contract price has not as yet been determined. As soon as this information is available we will appreciate your advising us.

Thanking you for your cooperation, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

FINAL CONTRACT PRICE: $123,542.11

Final payment in the amount of $3,706.26
will be mailed on or after 3-30-53.

FINAL MAILED 4-13-53

Has final payment been made?

ZLC/dh

RECEIVED

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FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 10, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3694	9-final	Snook Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6273	R-64108	$ 3,706.26	4/10/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: May 31, 1953

Time Extensions: None

Completion Date: Dec. 23, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 4-13-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

~~H. B. Glaisyer~~
Secretary
By Floyd Query
Acting Secretary

Warrant Mailed: APR 13 [illegible]
A. A. Wicklander

NOTED ON CARD
4-13-53

RECEIVED
APR [illegible] 1953
FOR FILING

March 20, 1953

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

State Highway Contract No. 3694 for construction of a bridge over the Nehalem River on the Nehalem Secondary Highway in Clatsop County was completed by the contractor, Snook Brothers, on December 23, 1952, and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $3,706.26 will be released to the contractor on or after March 30, 1953. The total contract amount is $123,542.11 of which amount $4,163.24 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon
Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

RECEIVED
1953
FOR FILING
S-313(B)
3694

March 13, 1953

Mr. Q. L. Rufener
910 N. E. 47th Street
Portland 13, Oregon

Dear Mr. Rufener:

We have your letter of March 12 concerning a claim you have against Snook Brothers on State Highway Contract No. 3694 for construction of the Nehalem Secondary Highway in Clatsop County. Upon receipt of your letter we again contacted the Bridge Department and were advised that the final estimate has been cleared for payment. Under normal procedure the final estimate on the job should be paid in about two weeks.

As you indicated over the phone that you did not wish to file a claim unless it appeared absolutely necessary, we are, therefore, not notifying the surety or the contractor concerning your letter. However, if you do not receive your payment within a reasonable time, please let us know and we can then consider your letter as a formal claim and advise you further.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

ION
K HOE, DRAGLINE
RING AND LEVELING
UCKING

PHONES: BUSINESS EM 4687
RESIDENCE EM 7371

Q. L. RUFENER
EXCAVATION CONTRACTOR
910 N. E. 47TH STREET
PORTLAND 13, OREGON

March 12,1953.

Oregon State Highway Department.
Salem,
Oregon.

Attention: Mr. Querry.

Dear Sir:

As suggested by you in our conversation on the telephone this date I am submitting this letter regarding the final estimate and payments due me as a subcontractor On Snook Brother's Contract No. 3694, Nehalem River Bridge at Mile Post 33.7 on the Nehalem Secondary Highway.

My part of this contract was completed in November of 1952 for which there are due me a retainer of $1405.15 plus tractor rental for 31½ hours on force account work connected with this project.

In our telephone conversation you stated the final estimate was being held due to some work Snook Brothers were obligated to do on the removal of the old existing bridge, however Snook Brothers informed me that this had been taken care of on March 2, 1953 and they would be able to complete payment to me when they received final payment which they expected in a few days.

I have obligations to meet on March 17 th. for which I had planned on using payments due me on this job. Anything you can do to expidite payment would be greatly appreciated.

Very truly yours,
Q. L. Rufener
Q. L. Rufener.

RECEIVED
MAR 1[illegible] 1953
OREGON
E HIGHWAY COMMISS

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53
FOR FILING

[illegible]

3694

March 10, 1953

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Snook Bros. in connection with contract No. 3694, for constructing the Nehalem River Bridge on the Nehalem Secondary Highway in Clatsop County.

This payment, in the amount of $4,145.79, will be released to the contractor on or after March 20, 1953. The retained percentage is $3,706.26.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

3-10-53 g

RECEIVED
FOR FILING

[illegible]

[illegible]

March 2, 1953

REFERRED TO Query — Mrs Lewis's
BY SECRETARY
note on card

First Corvallis Bank
formerly Benton County State Bank
Corvallis, Oregon

Attention: Mr. W. M. Burkhart, Cashier

Dear Sir:

This acknowledges your letter of February 27, 1953, in which you advise that the assignment given you by Snook Brothers of funds due and payable to them by the State of Oregon for construction of the Nehalem River Bridge in Clatsop County, State Highway Contract No. 3694, has been satisfied in full and that you have no further interest in the funds due and payable to Snook Brothers in connection with this job.

I wish to thank you for this information. Remaining funds to Snook Brothers in connection with Contract No. 3694 will be paid to them direct.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:al
cc: Snook Brothers, P. O. Box 687, Corvallis, Oregon.
Accounting Division
Bridge Department

Attached hereto for your information is a copy of the bank's letter referred to in the above.

NOTED ON CARD
3-2-53

E. E. JOHNSON, SENIOR VICE PRESIDENT

W. M. BURKHART, CASHIER

Benton County State Bank

Corvallis, Ore.

February 27, 1953

Oregon State Highway Department
Salem, Oregon

Gentlemen:

This concerns the Snook Brothers highway contract No. 3694 for construction of a bridge over the Nehalem River in Clatsop County, Oregon.

This is to advise you that our assignment has been satisfied in full and that the assignment and further funds are hereby released.

Yours very truly,

FIRST CORVALLIS BANK, formerly
Benton County State Bank

WMBurkhart

W. M. Burkhart
Cashier

WMB:c

[illegible]

3-2-53

RECEIVED
53
FOR FILING

Lins

5-2175(61)

3694

January 30, 1953

Parker-Schram Company
Builders Exchange Building
Portland 4, Oregon

Attention: Mr. R. H. Brown

Gentlemen:

Thank you for your letter of January 26 advising us that your claim against Snook Brothers in the sum of $1,757.50 has been paid in full. This claim was for materials furnished for the Nehalem River Bridge, Contract No. 3694.

We will advise the contractor and the surety that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/29

NOTED ON CARD

[illegible]

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

January 26, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Your letter of 1-23-53

Dear Sir:

We are pleased to advise you that our claim against Snook Brothers in the amount of $1,757.50 for materials furnished for their use in construction of the Nehalem River Bridge, Contract No. 3694 has been paid in full.

Thanking you for your help in this matter, we are

Yours very truly,

PARKER-SCHRAM COMPANY

By R. H. Brown
R. H. Brown

RHB:abb

RECEIVED

REFERRED TO [illegible]
BY SECRETARY

1-26-53

RECEIVED

FOR FILING

5-213 (16)

Lewis

January 30, 1953

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

We have received a letter from Parker-Schram Company dated January 26 in which they write as follows:

"We are pleased to advise you that our claim agains Smook Brothers in the amount of $1,757.50 for materials furnished fo their use in construction of the Nehalem River Bridge, Contract No. 3694 has been paid in full. . . "

We provide this information as your Company appears as surety on the performance bond furnished with our Contract No. 3694.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/29

cc - Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Smook Brothers
P. O. Box 687
Corvallis, Oregon

RECEIVED
1953
FOR FILING

S-212(16)

3694

January 23, 1953

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We have been advised by Snook Brothers, under date of January 19, that your claim against contract No. 3694, for construction of Nehalem River Bridge on the Nehalem Secondary Highway in Clatsop County, for materials furnished in the sum of $1,757.50 has been paid in full.

Will you please verify the payment of your claim so that our records will be complete.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

FILED ON CARD

1-23-53 gl

L. SNOOK
761 HARRISON STREET
CORVALLIS, OREGON
PHONE 3-7669

PAUL SNOOK
7205 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON
P. O. BOX 687
PHONE 3-8364

1953
January 19, 1952

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Please be advised that we have today mailed Parker-Schram Company, Builders Exchange, Portland, 4, Oregon our check for the full amount of their bill, namely, $1,757.50.

Yours truly,

SNOOK BROTHERS

By M. V. Kingwell
M. V. Kingwell

S

cc-Hansen & Rowland, Inc.
611 Henry Building
Portland, 4, Oregon

REFERRED TO
Glaisyer
BY SECRETARY

ask Parker Schram to verify

RECEIVED
[illegible]
[illegible]

RECEIVED
1953
FOR FILING

Lewis

5-213 (16)

3694

January 14, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland 4, Oregon

Attention: Mr. R. H. Brown

Gentlemen:

We have your letter of January 12 concerning your claim against Snook Brothers in the sum of $1,757.50 for concrete, sand and gravel furnished to them on State Highway Contract No. 3694. A performance bond for this contract was furnished by Maryland Casualty Company through Hansen and Rowland, Inc., 611 Henry Building, Portland 4. The contract was completed December 23, 1952, and accepted by the State Highway Commission January 6, 1953.

If you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in so doing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

1-14-53

T Parker
A. Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

Builders Exchange Building
Portland 4, Oregon

January 12, 1953

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

During the period June 23, 1952 to October 9, 1952, we supplied Snook Brothers, P. O. Box 607, Corvallis, Oregon, with concrete sand and gravel in the total amount of $1,757.50, for use on the Nehalem River Bridge Project, their Contract No. 3654 with the Oregon State Highway Commission.

As we have not received payment to date, kindly send us the name of the Bonding Company who issued the bond covering this contract.

Thanking you in advance, we are

Yours very truly,

PARKER-SCHRAM COMPANY

By R. H. Brown
R. H. Brown

RHB:abb

cc: Snook Bros.
P. O. Box 607
Corballis, Oregon

[illegible]
1-13-53

RECEIVED
1953
FOR FILING

S-13(16)

3694

Lewis

January 14, 1953

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

We have a letter from Parker-Schram Company, Builders Exchange, Portland 4, in which they state that Snook Brothers owe them the sum of $1,757.50 for concrete, sand and gravel furnished on State Highway Contract No. 3694 for construction of a bridge over the Nehalem River on the Nehalem Secondary Highway in Clatsop County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Bros.
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD

1-14-53

RECEIVED
NOV [illegible]

FOR FILING
[illegible]
3694

October 31, 1952

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

We have received a letter from Brunsman Hardware & Electric in which they write as follows:

We also wish to advise that since writing to you we have received a check in full ($83.61) for the past due bill owed to us by Snook Brothers."

Their letter is in connection with a claim filed with this office on October 9, 1952 against Snook Brothers on State Highway Contract No. 3694 for construction of a bridge across the Nehalem River on the Nehalem Secondary Highway in Clatsop County.

This information is furnished inasmuch as your company appears as surety on the performance bond furnished with Contract No. 3694.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMM.

FA:sl

cc:
Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon

Snook Brothers
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD
10-31-52

R

October 31, 1952

Brunsman Hardware & Electric
Vernonia, Oregon

Attention: Pete Brunsman

Dear Mr. Brunsman:

We acknowledge with thanks your letter of October 28, 1952, stating that Snook Brothers have paid in full your claim for $83.60 against State Highway Contract No. 3694. We would advise the contractor and the surety that your letter has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

F[illegible]:sl

cc:
Commissioners
R. H. Baldock
W. C. Williams

NOTED ON CARD

10-31-52, gl

BRUNSMAN Hardware and Electric
FINE FURNITURE
FRIGIDAIRE REFRIGERATORS . FRIGIDAIRE ELECTRIC STOVES . COLEMAN OIL HEATERS
Hardware - Sporting Goods - Guns - Ammunition - Paints - Linseed Oil - Turpentine - Electric Wiring - Nails
Telephone 803 Vernonia, Oregon

October 28, 1952

~~3644~~
~~3173~~

State Highway Commission

Salem, Oregon

Gentlemen:

We wish to thank you for the information and advice we received in your letter of October 14, 1952.

We also wish to advise that since writing to you we have received a check in full ($83.61) for the past due bill owed to us by Snook Brothers.

Very truly yours,

Pete Brunsman
Pete Brunsman

PB/dfb

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

10-28-52, JP

It's a Privilege and a Pleasure to Live in Vernonia
BEST FISHING AND HUNTING IN THE STATE OF OREGON!

r. R. H. Baldock

COPY

BRUNSMAN Hardware & Electric

October 28, 1952

State Highway Commission

Salem, Oregon

Gentlemen:

We wish to thank you for the information and advice we received in your letter of October 14, 1952.

We also wish to advise that since writing to you we have received a check in full ($83.61) for the past due bill owed to us by Snook Brothers.

Very truly yours,

/s/ Pete Brunsman

Pete Brunsman

PB/dfb

COPY

RECEIVED
OCT 22 1952
FOR FILING

Mrs Lewis

October 14, 1952

Mr. Pete Brunsman
Vernonia, Oregon

Dear Mr. Brunsman:

We have your letter of October 9th concerning a past due bill owed to you by Snook Brothers in the amount of $83.61. We are not certain as to which contract this bill pertains, but inasmuch as it was incurred during the months of July and August, 1952, it may have been in connection with State Highway Contract No. 3694 for construction of a bridge over the Nehalem River on the Nehalem Secondary Highway in Clatsop County. It is not expected that this bridge will be completed until about June 1, 1953.

As you may know, each state highway contract is covered by a performance bond furnished by the contractor which assures satisfactory completion of the contract and payment of all bills incurred in connection with it. The Maryland Casualty Company through Hansen and Rowland, Inc., 611 Henry Building, Portland 4, furnished the bond for this contract.

If you feel it necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it might be well to file your claim with the Secretary of State. For your guidance in preparing such a filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 10/13
Attach.

NOTED ON CARD
10-14-52

BRUNSMAN Hardware and Electric
FINE FURNITURE
FRIGIDAIRE REFRIGERATORS . FRIGIDAIRE ELECTRIC STOVES . COLEMAN OIL HEATERS
Hardware - Sporting Goods - Guns - Ammunition - Paints - Linseed Oil - Turpentine - Electric Wiring - Nails
Telephone 803 Vernonia, Oregon

October 9, 1952

3694

State Highway Commission
Salem, Oregon

Gentlemen:

We are writing in regard to a past due bill in the amount of $83.61, which was charged (or incurred) during the months of July and August, 1952 by Snook Bros. contractors of Corvallis, Oregon. The above account is now past due and we have not had any response from statements which have been sent to them.

We understand that they are bonded by the state and would appreciate any information you can give us on the best method to bring this account up to date.

Thanking you in advance for your prompt information, we remain,

Very truly yours,
Pete Brunsman
Pete Brunsman

PB/dfb

[illegible]

RECEIVED
1952
OREGON
STATE HIGHWAY COMMISSION

10-9-52

It's a Privilege and a Pleasure to Live in Vernonia
BEST FISHING AND HUNTING IN THE STATE OF OREGON!

RECEIVED
OCT 1952
FOR FILING

Miss Lewis

October 14, 1952

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

We have received a letter from Pete Brunsman of Vernonia, Oregon, dated October 9th, in which he states that Snook Brothers owe him $83.61 for supplies and materials secured during the months of July and August, 1952. It appears, from the discription when the bill was incurred, that it may be in connection with State Highway Contract No. 3694, awarded to Snook Brothers for construction of a bridge over the Nehalem River on the Nehalem Secondary Highway in Clatsop County.

This information is passed on to your Company inasmuch as it appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md 10/13

cc - Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington
Hansen & Rowland, Inc.
611 Henry Building
Portland 4, Oregon
Snook Brothers
P. O. Box 687
Corvallis, Oregon

POSTED ON CARD
10-14-52 gl

~~Form~~ PR 2 (Revised 1946)

[illegible]

State Oregon
Project No. S-213(16)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

S-213(16)

3694

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of January, 1952, a program, which was approved on the 12th day of February, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of April, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-seven thousand and 00/100 dollars ($77,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 525, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 233+50 in the NE 1/4, Section 33, T. 6 N., R. 6 W., W.M., and survey station 254+00 in the SW 1/4, Section 27, T. 6 N., R. 6 W., W.M., without exception,

, length 0.389 miles, in Clatsop County, being Oregon Federal Aid / Secondary project No. S-213(16), consisting of 0.324 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.065 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

RECEIVED OCT 6 1952 DISTRICT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-seven thousand and 00/100 dollars ($77,000.00), which does not exceed the authorized Federal pro rata share of one hundred thirty-seven thousand, two hundred twenty and 60/100 dollars ($137,220.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest:
/s/ W. B. Glaisyer
Secretary

By ____________________
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
/s/ R. H. Baldock
State Highway Engineer

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By /s/ M. K. McIver
Member, State Highway Commission
(Title of officer)

By ____________________
(Title of officer)

By ____________________
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

OCT 6 1952
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-213 (16)

NEHALEM RIVER (M.P. 33.7) BRIDGE SECTION OF THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 25, 1952

Type Code 2010
Roadway Approaches (Sta. 233+80 to 242+65)(Sta. 246+05 to 254+00)

All Required		Clearing and Grubbing		$ 800.00
1,900	cu. yds.	Borrow Excavation, Unclassified	$ 0.80	1,520.00
13,900	cu. yds.	General Excavation, Unclassified	0.60	8,340.00
12,300	yd. stas.	Short Overhaul	0.02	246.00
20	C-yd. stas.	Long Overhaul	0.50	10.00
1,900	yd. mi.	Truck Haul on Borrow	0.20	380.00
2,800	cu. yds.	Coarse Material in Base	2.00	5,600.00
500	cu. yds.	3/4" - 0 Material in Base and Shoulders	6.50	3,250.00
70	M-gals.	Sprinkling	4.00	280.00
			Subtotal	$ 20,426.00
			10% Engr. & Cont.	2,042.60
			Total	$ 22,468.60

Type Code X021
Bridge (Sta. 242+65 to 246+05)

All Required		Shoring, Cribbing, Etc.		$ 10,900.00
500	cu. yds.	Structural Excavation	$10.00	5,000.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2,500	lin. ft.	Furnish Treated Piling	1.75	4,375.00
57	only	Drive Piling	50.00	2,850.00
870	cu. yds.	Class "A" Concrete	68.50	59,595.00
200,000	lbs.	Metal Reinforcement	0.09	18,000.00
All Required		Removal of Old Bridge		3,500.00
			Subtotal	$104,320.00
			10% Engr. & Cont.	10,432.00
			Total	$114,752.00

Length of Roadway	0.324 mile
Length of Bridge	0.065 mile
Total Length	0.389 mile
Cost per mile, Roadway	$69,347.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 22,468.60	$12,608.00	$ 9,860.60
Bridge	114,752.00	64,392.00	50,360.00
	$137,220.60	$77,000.00	$60,220.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change dated March 19, 1952 relative Item 173, Project S-213 (16), crossing of Nehalem River 6 mi. East of Jewell, was approved effective April 1, 1952.

The item will now appear on the Postwar Federal-aid . Secondary Highway Program as follows:

Item	173
County	Clatsop
Project No.	S-213(16)
FAS Route No.	601
State Route	202
Termini	Crossing of Nehalem River 6 miles East of Jewell.
Estimated Project Cost:	
Total	$125,000
Federal	77,000
State	48,000
Length	0.39 mile
Character of work	Bridge, grading, draining, 2-lane low type surfacing.

Yours very truly,

O G Polk
O. G. Polk
District Engineer

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

NOTED
W. O. WILLIAMS

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change dated March 19, 1952 relative Item 173, Project S-213 (16), crossing of Nehalem River 6 mi. East of Jewell, was approved effective April 1, 1952.

The item will now appear on the Postwar Federal-aid Secondary Highway Program as follows:

Item	173
County	Clatsop
Project No.	S-213(16)
FAS Route No.	601
State Route	202
Termini	Crossing of Nehalem River 6 miles East of Jewell.
Estimated Project Cost:	
Total	$125,000
Federal	77,000
State	48,000
Length	0.39 mile
Character of work	Bridge, grading, draining, 2-lane low type surfacing.

Yours very truly,

C. G. Polk
District Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-213 (16)

NEHALEM RIVER (M.P. 33.7) BRIDGE SECTION OF THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 1, 1952

Type Code 2010
Roadway Approaches (Sta. 233+80 to 242+65) (Sta. 246+05 to 254+00)

All Required		Clearing and Grubbing		$ 1,500.00
1,900	cu. yds.	Borrow Excavation, Unclassified	$ 0.60	1,140.00
13,900	cu. yds.	General Excavation, Unclassified	0.60	8,340.00
12,300	yd. stas.	Short Overhaul	0.03	369.00
20	C-yd. stas.	Long Overhaul	0.50	10.00
1,900	yd. mi.	Truck Haul on Borrow	0.20	380.00
2,800	cu. yds.	Coarse Material in Base	3.50	9,800.00
500	cu. yds.	3/4" - 0 Material in Base and Shoulders	5.00	2,500.00
70	M-gals.	Sprinkling	3.00	210.00
			Subtotal	$ 24,249.00
			10% Engr. & Cont.	2,424.90
			Total	$ 26,673.90

Type Code X021
Bridge (Sta. 242+65 to 246+05)

All Required		Shoring, Cribbing, Etc.		$ 10,000.00
500	cu. yds.	Structural Excavation	$10.00	5,000.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2,500	lin. ft.	Furnish Treated Piling	1.75	4,375.00
57	only	Drive Piling	50.00	2,850.00
870	cu. yds.	Class "A" Concrete	65.00	56,550.00
200,000	lbs.	Metal Reinforcement	0.11	22,000.00
All Required		Removal of Old Bridge		6,000.00
			Subtotal	$106,875.00
			10% Engr. & Cont.	10,687.50
			Total	$117,562.50

Length of Roadway	0.324 mile
Length of Bridge	0.065 mile
Total Length	0.389 mile
Cost per mile, Roadway	$82,326.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 26,673.90	$14,240.00	$12,433.90
Bridge	117,562.50	62,760.00	54,802.50
	$144,236.40	$77,000.00	$67,236.40

Oregon State Highway Department

Federal Aid Secondary
Project No. S-213 (16)

NEHALEM RIVER (M.P. 33.7) BRIDGE SECTION
OF THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 1, 1952

Type Code 2010
Roadway Approaches (Sta. 233+80 to 242+65) (Sta. 246+05 to 254+00)

All Required	Clearing and Grubbing		$ 1,500.00
1,900 cu. yds.	Borrow Excavation, Unclassified	$0.60	1,140.00
13,900 cu. yds.	General Excavation, Unclassified	0.60	8,340.00
12,300 yd. stas.	Short Overhaul	0.03	369.00
20 C-yd. stas.	Long Overhaul	0.50	10.00
1,900 yd. mi.	Truck Haul on Borrow	0.20	380.00
2,800 cu. yds.	Coarse Material in Base	3.50	9,800.00
500 cu. yds.	3/4" - 0 Material in Base and Shoulders	5.00	2,500.00
70 M-gals.	Sprinkling	3.00	210.00
	Subtotal		$ 24,249.00
	10% Engr. & Cont.		2,424.90
	Total		$ 26,673.90

Type Code X021
Bridge (Sta. 242+65 to 246+05)

All Required	Shoring, Cribbing, Etc.	$	$ 10,000.00
500 cu. yds.	Structural Excavation	10.00	5,000.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2,800 lin. ft.	Furnish Treated Piling	1.75	4,900.00
65 only	Drive Piling	50.00	3,250.00
880 cu. yds.	Class "A" Concrete	65.00	57,200.00
200,000 lbs.	Metal Reinforcement	0.11	22,000.00
All Required	Removal of Old Bridge		6,000.00
	Subtotal		$108,450.00
	10% Engr. & Cont.		10,845.00
	Total		$119,295.00

Length of Roadway	0.324 mile
Length of Bridge	0.065 mile
Total Length	0.389 mile
Cost per mile, Roadway	$82,326.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 26,673.90	~~$14,071.00~~	~~$12,602.90~~
Bridge	~~119,295.00~~	62,929.00	56,366.00
	~~$145,968.90~~	$77,000.00	~~$68,968.90~~

NEHALEM RIVER BRIDGE SECTION

PROJECT NO. S-213 (16)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 4, 1952

RECEIVED
FOR FILING

August 13, 1952

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention: Mr. A. Van R. Schermerhorn

Gentlemen:

This is to acknowledge your letter of August 11 concerning amounts due Snook Brothers on two of their state highway contracts.

On the Banzer Bridge Contract No. 3573, the amount you show as due them and the retained percentage as of June 10th agree with our records. The amount of work performed between June 10th and June 30th in the sum of $3,394.28 is approximately correct as near as we can determine.

On the Nehalem River Bridge Contract No. 3694, the amounts shown in your letter as payable to them on June 10th agree exactly with our records; however, the amount of labor and material placed on the job between June 10th and June 30th is somewhat larger than the amount we can determine which, from our records, appears to be about $15,000. This discrepancy, however, could come about by reason of the contractor showing materials on hand which the Resident Engineer might, for some reason or other, not include in his estimate for that particular period.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

H. T. HANSEN, Pres.   I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

August 11, 1952

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

query
BY SECRETARY
get information for reply

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer

My dear Mr. Glaisyer:

Snook Brothers have rendered to us for Surety Bond Credit, a Financial Statement as of June 30th, on which they give us the following figures as to their contracts with the Commission;

Banzer Bridge, Contract No. ~~3140~~ 3573 A

Their Statement ok shows that as of June 10th estimate, the ok Commission was indebted to them on June 10th in the amount of $1,038.56 plus the retainage withheld of $5,431.39, making a total of $6,469.95.

Their Statement further shows that the actual cost incurred by them for material furnished and labor performed on this job between June 10 and June 30th, amounted to $3,394.28. approx. correct

The information as to the estimate of June 10, is of course available to you in your records, but as to the actual cost of work done between the date of the estimate and June 30, your resident engineer on the job, could probably tell whether, in his opinion, the figure shown by Snook Brothers in their Statement should be approximately correct. We would appreciate your asking the Resident Engineer for this information.

Nehalem River Bridge, Contract No. 3694 ok

Snook Brothers in their Statement of June 30, show that as ok of the estimate of June 10th, the Commission was indebted to them in the total sum of $9,692.50, of which sum, $969.25 was retained percentage. We would appreciate your verification of these figures.

RECEIVED
AUG 13 1952
OREGON
STATE HIGHWAY COMMISSION

Est 17-10 shows
Additional for month 14,016.85
" retained " " 1401.69

(continued from letter to)

Oregon State Highway Commission
Salem, Oregon

They further state, the actual cost of labor and material in the work performed by them on this contract between June 10th, and June 30 was $17,203.89. We would greatly appreciate it if you could get the Resident Engineer on this contract to advise if that figure would be approximately correct.

I would appreciate your getting to us, the information requested on these two contracts as promptly as possible, as Snook Brothers may want to bid on some of the work coming up on the 18th and 19th and we must be able to verify the correctness of their Statement and know how much unfinished work they have to do before allowing them to take on more work.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van Schermerhorn

A. Van R. Schermerhorn
Mgr. Surety Bond Department

AVRS/am

RECEIVED
AUG [illegible] 1952
FOR FILING

August 5, 1952

Hansen & Rowland Inc.
General Agents
Tacoma, Washington

Attention: **Mr. K. M. Mace, Assistant Mgr.**
Surety Bond Department

Gentlemen:

Thank you for your letter of July 31, 1952 consenting to the assignment given by Snook Brothers to the Benton County State Bank of all monies other than retained percentages [illegible] by Snook Brothers in connection with Oregon Highway Contract No. 3694 for construction of a bridge over the Nehalem River in Clatsop County, Oregon.

I have received from Snook Brothers a new form of assignment which is in conformity with the letter of consent. It will be honored and future payments in connection with this job will be made in conformity therewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA, WASHINGTON

July 31, 1952

COPY

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Bond No. 58029 - Snook Brothers - to - State of Oregon -as- Contract for construction of the Nehalem River Bridge. Contract No. 3694

Gentlemen:

In accordance with your letter of July 29th, please be advised that the Maryland Casualty Company hereby gives its consent to the assignment of specific earned estimates on the above captioned contract to the Benton County State Bank, but such a consent does not extend to the assignment of the retained percentages withheld pending completion and acceptance of the contract by the Highway Commission.

Trusting that this is to your satisfaction, we are,

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

/s/ K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

KMM:ems
cc - Benton County State Bank
Corvallis, Oregon

RECEIVED
Aug [illegible] 1952
FOR FILING

August 5, 1952

Mr. W. M. Burkhart
Cashier
Benton County State Bank
Corvallis, Oregon

Dear Mr. Burkhart:

This will acknowledge receipt of your letter of August 1st transmitting the original and duplicate copies, both signed, of an assignment given by Snook Brothers to the Benton County State Bank and covering all monies except retained percentages now due or which hereafter may become due Snook Brothers in connection with their contract with the State Highway Commission, Contract No. 3694, for construction of a bridge over the Nehalem River in Clatsop County, Oregon.

We have also received from the Maryland Casualty Company, Hansen & Rowland Inc., Tacoma, Washington, its consent to the assignment of these funds. We will honor the assignment and hereafter warrants in connection with this job will be made payable to Snook Brothers, assigned to the Benton County State Bank in conformity with the provisions of the assignment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

E. E. JOHNSON, SENIOR VICE PRESIDENT
W. M. BURKHART, CASHIER

Benton County State Bank

Corvallis, Ore.

August 1, 1952

State Highway Department
Salem, Oregon

Gentlemen:

We are enclosing Assignment of Claim, original and one copy, signed by Snook Brothers.

Yours very truly,

WMBurkhart
W. M. Burkhart
Cashier

c
Encls.

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG [illegible] 1952
FOR FILING

3694

Salem, Oregon
August 5, 1952

Mr. C. H. Maison
Manager, Accounting Division

I hand you herewith an executed copy of an assignment that has been received from Snook Brothers in which they assign to the Benton County State Bank, Corvallis, all monies that are now due them or which may hereafter become due them except retained percentages in connection with their contract with the State Highway Commission, Contract No. 3694, for construction of a bridge over the Nehalem River in Clatsop County, Oregon. I also hand you herewith a copy of a letter from Maryland Casualty Company, Hansen & Rowland Inc., Tacoma, Washington, consenting to the assignment.

The assignment with the surety's consent appears to be in proper form, and we are honoring it. Will you therefore hereafter please make payments to Snook Brothers in connection with the job in conformity with the provisions of the assignment.

Sometime ago Snook Brothers forwarded to the Highway Commission a number of blank assignment forms for use in connection with payments arising out of the particular job. The forms were all properly executed, and I hand them to you herewith for such use as you may wish to put them in connection with payment of intermediate vouchers.

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encls.
cc: F. Query

(over)

RECEIVED
AUG 20 1952
FOR FILING

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA, WASHINGTON

July 31, 1952

COPY

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Bond No. 58029 - Snook Brothers - to - State of Oregon -as- Contract for construction of the Nehalem River Bridge. Contract No. 3694

Gentlemen:

In accordance with your letter of July 29th, please be advised that the Maryland Casualty Company hereby gives its consent to the assignment of specific earned estimates on the above captioned contract to the Benton County State Bank, but such a consent does not extend to the assignment of the retained percentages withheld pending completion and acceptance of the contract by the Highway Commission.

Trusting that this is to your satisfaction, we are,

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

/s/ K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

KMM:ems
cc - Benton County State Bank
Corvallis, Oregon

RECEIVED
AUG [illegible] 1952
FOR FILING

3694

July 29, 1952

Mr. William Burkhart
Benton County State Bank
Corvallis, Oregon

Dear Mr. Burkhart:

I am in receipt of a letter from Hanson & Rowland Inc., General Agents for the Maryland Casualty Company, who wrote the bond furnished by Snook Brothers in connection with State Highway Contract No. 3694 for construction of a bridge over the Nehalem River on the Nehalem State Secondary Highway in Clatsop County, Oregon, in which letter they state that the surety will not give its consent to the assignment of all monies due under this contract, and they suggest that the assignment be re-written to cover all funds except the retained percentages.

Pursuant to their suggestion, I have prepared a new form of assignment, five copies of which I have enclosed. Please have this new form signed by Snook Brothers before witnesses and return the original and one copy, both bearing original signatures, to me for further handling.

I am sorry this assignment of funds has taken so long to process, but it looks now that everything will be cleared shortly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

RECEIVED
AUG [illegible] 1952
FOR FILING

31-1

July 29, 1952

Hanson & Rowland Inc.
General Agents
Tacoma, Washington

Attention Mr. K. M. Mace, Manager

Gentlemen:

I have just received your letter of July 28, 1952 stating that the surety which wrote the bond furnished by Snook Brothers in connection with Oregon State Highway Contract No. 3694 will not give its consent to the assignment of all monies earned under this contract, and you suggest that the assignment be re-written to cover all funds except the retained percentages. We are following up your suggestion and have sent the new forms to the Benton County State Bank for Snook Brothers to sign.

Will you now please direct a letter to the Oregon State Highway Commission stating definitely the consent of the Maryland Casualty Company to the assignment of the funds by Snook Brothers to the Benton County State Bank without prejudice to the bond. This is necessary in order to clear our records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

HANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS

SURETY BONDS - GENERAL INSURANCE

TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

July 28, 1952

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

RE: Bond No. 58029 - Snook Bros. -to- State of Oregon, as Contract for Construction of Nehalem River Bridge. Contract No. 3694.

Dear Sir:

We acknowledge receipt of your letter of July 24th, with reference to the assignment of monies to Snook Bros. under the above captioned contract.

The surety will not give its consent to the assignment of all monies due under this contract, and we suggest that you re-write your assignment to cover all funds except ~~the~~ retained percentage.

Thanking you for your cooperation, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace, Asst. Mgr.
Surety Bond Department

KMM:zlc

RECEIVED
JUL 30 1952
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 9 1952
FOR FILING

July 24, 1952

Hansen & Rowland Inc.
General Agents
Tacoma, Washington

Attention Mr. K. M. Mace, Assistant Manager
Surety Bond Department

Gentlemen:

Reference is made to your letter of July 21, 1952 concerning the assignment given by Snook Brothers to the Benton County State Bank of monies due Snook Brothers in connection with their contract with the State Highway Commission No. 3694 for construction of a bridge over the Nehalem River on the Nehalem State Secondary Highway in Clatsop County, Oregon.

It is noted in the second paragraph of your letter that the Maryland Casualty Company, surety on the bond furnished in connection with this job, has no objection to the assignment of monies due Snook Brothers on specific earned estimates but such approval does not extend to the assignment of retained percentages withheld pending completion and acceptance of the contract by the Highway Commission.

The assignment furnished me by Snook Brothers is for all monies now due or which may hereafter become due Snook Brothers in connection with this job. No exception is made of retained percentages. If such an assignment is not in accordance with your wishes, please so advise, and we will rewrite a form to cover assignment of all funds except the retained percentages. We will honor an assignment on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc Snook Brothers
Benton County State Bank

ANSEN, PRES. I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS • GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

July 21, 1952

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 58029 - Snook Bros. -to- State of Oregon -as- Contract for the construction of Nehalem River Bridge on Nehalem Secondary Highway in Clatsop County, Oregon. Federal Aid Project No. S-213(16).

Gentlemen:

We have been advised by Snook Bros. that they have assigned the estimate due them on the captioned contract to one of the local banks, and that you desire approval of the surety in connection with said assignment.

You are hereby advised that the Maryland Casualty Company, surety on the bond guaranteeing the performance of said contract, has no objection to the assignment of monies due on specific earned estimates. This approval does not extend to the assignment of retained percentages withheld pending the acceptance and completion of the contract.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

KMM:ems
cc - Snook Bros.
P. O. Box 687
Corvallis, Oregon

cc - Benton County State Bank
Corvallis, Oregon

RECEIVED
[illegible]

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
1952
FOR FILING

July 21, 1952

Mr. W. M. Burkhart, Cashier
Benton County State Bank
Corvallis, Oregon

Dear Mr. Burkhart:

With your letter of July 17, 1952, you forwarded to the State Highway Commission five copies of an assignment given by Snook Brothers to the Benton County State Bank, Corvallis, of monies earned by Snook Brothers in connection with State Highway Contract No. 3694 for construction of a bridge over the Nehalem River. Snook Brothers used the Highway Commission's Assignment of Claim form for this purpose but it is not complete. Each copy of the form purports to assign and transfer to the bank engineer's estimate No. ________. The five copies are identical which leads us to believe that it was the intention of Snook Brothers to assign to the bank all monies now due them or that may hereafter become due them in connection with this job.

Such being the case, I have prepared a new form which will meet our requirements, five copies of which I enclose. Please have these signed by the same parties that signed the others and return the original and one copy, both fully executed, to me for further handling. Two copies are all that we require. We shall be glad to honor the assignment when properly executed provided we receive a letter from the surety on the bond furnished by Snook Brothers in connection with this job consenting to the assignment without prejudice to the bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

STA[illegible] OF OREGON—HIGHWAY DEPART[illegible]NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and no/100 ($ 10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies now due us or which may hereafter become due us from the State of Oregon for performance of work under State Highway Contract No. 3694, construction of a bridge over the Nehalem River in Clatsop County. to The Benton County State Bank and authorize and empower said The Benton County State Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 23rd day of July, 1952

Executed in the presence of us as witnesses:

Dorothy L. Cumming

SNOOK BROTHERS

By L. Snook

State Printing 52087

STA OF OREGON—HIGHWAY DEPART NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and no/100
(\$ 10.00) Dollars, to us paid, we hereby sell, assign and transfer
the within claim for **all monies now due us or which may hereafter become due us from the State of Oregon for performance of work under State Highway Contract No. 3694, construction of a bridge over the Nehalem River in Clatsop County.**
to **The Benton County State Bank**
said **The Benton County State Bank** and authorize and empower
and in our name, place and stead, to verify said claim and to act as agent for us
which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of
Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that
nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said
funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A.,
and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the
Department shall be controlled at all times by the terms of said statute, not only with respect to payments made
but likewise with respect to future payments.

Witness my hand this 23rd day of July, 1952

Executed in the presence of us as witnesses:

Dorothy L. Cumming

SNOOK BROTHERS

By L. Snook

State Printing 52087

-51

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and no/100 ($10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies now due us or which may hereafter become due us from the State of Oregon for performance of work under State Highway Contract No 3694, construction of a bridge over the Nehalem River in Clatsop County to THE BENTON COUNTY STATE BANK, Corvallis, Oregon and authorize and empower said THE BENTON County STATE BANK to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of ...., 19......

Executed in the presence of us as witnesses:

....

....

Snook Brothers

by ....

State Printing 52087

NSON PRESIDENT E. E. JOHNSON, SENIOR VICE PRESIDENT W. M. BURKHART, CASHIER

Benton County State Bank

Corvallis, Ore.

July 17, 1952

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We are enclosing assignment of claim form~~,~~--the original and three copies--given to us by Snook Brothers on their Oregon State Highway Contract #3694. If you find this assignment in order, I would be pleased to have your acknowledgment. A copy of our letter to Hansen & Rowland, Inc. is enclosed and I believe self-explanatory.

I trust you will find this in order, and remain

Very truly,

W M Burkhart
W. M. Burkhart
Cashier

WMB/jpw
Enclosures--5

RECEIVED
JUL [illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

BENTON COUNTY STATE BANK
CORVALLIS, OREGON

July 17, 1952

Hansen & Rowland Inc.
General Agents
Tacoma, Washington

Attention: A. Van R. Schermerhorn

Gentlemen:

COPY

Snook Brothers, who are clients of ours and who are under your bond to the Oregon State Highway Commission on Nehalem River Bridge Contract #3694, have again approached us for credit against their earned estimates on this contract.

You have been cooperative and kind enough in the past of consenting to the assignment, and in the event that your policy is the same at this time, we would be pleased to have you indicate to the Oregon State Highway Commission, Salem, Oregon, your consent without prejudice to the assignment. I would be pleased to have a copy of your letter to the Oregon State Highway Commission for our file.

I would very much appreciate your cooperation in this matter.

Yours very truly,

WMBurkhart

W. M. Burkhart
Cashier

WMB/jpw

cc: Oregon State Highway Commission

RECEIVED
MAY 29 1952
FOR FILING

3694

May 28, 1952

Snook Bros.
P. O. Box 687
Corvallis, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3694, which was awarded to you on April 22, 1952 by the State Highway Commission, covering construction of Nehalem River Bridge on the Nehalem River Bridge on the Nehalem Secondary Highway in Clatsop County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
FOR FILING

April 24, 1952

Snook Brothers
915 Kings Road
P. O. Box 687
Corvallis, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3694 for the construction of 0.32 mile of highway roadbed and surfacing and 340' reinforced concrete viaduct on the Nehalem Secondary Highway in Clatsop County. This award was based on your low bid of $124,746 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC
G. S. Paxson

Enclosure

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

[illegible]

April 22, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-213(16), Nehalem River (M.P. 33.7) Bridge Section of the Nehalem Highway, to Snook Bros. of Corvallis, Oregon, low bidder in the amount of $124,746.00 at the April 22, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

OREGON DISTRICT
[illegible]

3694

S-213 (6)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-213(16), Nehalem River Bridge Section of the Nehalem Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

16-2202 Madras-Terrebonne Rock 1962
Production Trial on The Dalles-
43625 Calif. & Culver Highways.

R

RECEIVED
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 20, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3695	5-final	Cinder Hill	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
21149	R-53780	$ 819.58	11/19/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: None

Completion Date: Sep. 26, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-20-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 21 1952
a.a. Wiklander

[illegible]

RECEIVED
FOR FILING

[illegible]

695

October 30, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway contract No. 3695 for work performed on the Madras-Terrebonne Section of The Dalles-California and Culver Highways in Jefferson & Deschutes Counties was completed by the contractor, Cinder Hill, on September 26, 1952 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $819.58 will be released to the contractor on or after November 10, 1952. The total contract amount is $23,567.85, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg,
Portland 4, Oregon

NOTED ON CARD
RN

RECEIVED
FOR FILING

16-2[illegible]

36[illegible]

October 14, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Cinder Hill in connection with contract No. 3695, for rock production on the Madras-Terrebonne Section of The Dalles-California and Culver Highways in Jefferson and Deschutes Counties.

This payment, in the amount of $6,340.62, will be made to the contractor on or after October 24, 1952. The retained percentage is $703.55.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

ORegon STATE HIGHWAY COMMISSION

gl

Secretary

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

10-14-52 g

Form E-1

16-8302
3695

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1952

Section MADRAS-TERREBONNE

Kind of work Rock Production

Highway The Dalles-California and Culver

Section prefix 16-8302

Contractor Cinder Hill

Contract number 3695

Date of contract April 22, 1952

Date of completion October 31, 1952

Date work started May 15, 1952

~~[illegible]~~ Estimated date of completion September 26, 1952

Amount of contract $23,310.00

Per cent of time elapsed 82 %

Estimated cost of completed project, exclusive of engineering $23,451.8[illegible]

Per cent of contract completed, based on total contract price 100.6 %

Engineering cost to date $1,9[illegible]4.66, 8.[illegible]5 %

Date project was completed September [illegible], 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed remeasuring stock piles and compiling the semi-final estimate which was forwarded to the division office Oct. 2, 1952.

Final Report

RECEIVED
OCT 6 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell M Stratton

Address Madras, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			9,073.8		
Estimated quantities moved or placed to date			9,073.8		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week			0		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING

RECEIVED
[illegible] 1952
FOR FILING

14 -

3695

NOTED
F: QUERY

BY SECRETARY

September 19, 1952

Mr D. W. Eyre, Vice President
The United States National Bank of Portland
Ladd & Bush - Salem Branch
Salem, Oregon

Gentlemen:

There has been handed to me, by our Accounting Division, your letter of September 15, 1952, together with estimate and voucher covering Estimate No. 3 in connection with the State Highway Contract No. 3695, awarded to Cinder Hill for rock production on the Madras-Terrebonne Section on The Dalles-California and Culver Highways. It is noted on the face of the voucher that Cinder Hill, by its owner, Mr. Leroy E. Grote, desires to assign to the United States National Bank of Portland, Oregon, monies earned by Cinder Hill in connection with this job.

We shall be glad to honor an assignment of the funds pursuant to Mr. Grote's wishes, but the assignment will have to be in a form acceptable to the State Highway Commission; moreover, the assignment must be consented to by the surety on the bond furnished by Cinder Hill in connection with this job, without prejudice to the bond. I enclose several copies of the Highway Commission's standard form of assignment covering the current estimate in the amount of $11,372.69. Please have Mr. Grote sign these in behalf of Cinder Hill and return the original and one copy, both executed, to this office for further handling. Please also furnish a letter from the surety consenting thereto. Upon receipt of these papers, the Accounting Division will be authorized and instructed to prepare the voucher, payable to Cinder Hill, assigned to the United States National Bank of Portland, Oregon, and the warrant that is issued by the Secretary of State will be prepared likewise. The surety on the bond furnished by Cinder Hill in connection with this job is the Glens Falls Indemnity Company for whom Jewett, Martin, Levy, and Kern are agents with offices in the Lewis Building, Portland 4, Oregon.

It is assumed that Cinder Hill wished to assign to the Bank not only the current estimate but also all of the monies earned in connection with this job. If our assumption is correct, then Mr. Grote should execute an assignment accordingly. For his convenience in so

Roy Nelson of Ladd & Bush Bank phoned today (9/24/52) and advised to disregard the request for assignment and send warrants direct to Cinder Hill as usual – unless we get a letter from Grote to send them to the bank for deposit. HGS doing, I enclose five copies of the Highway Commission's standard form of assignment in which you will note that all monies due or to become due Cinder Hill in connection with this job are assigned to the bank. Mr. Grote should sign all and return the original and one copy to this office along with a letter from the surety consenting thereto, without prejudice to the bond. If it is the intention of Mr. Grote to assign only Estimate No. 3, then that is the only form that needs to be signed, but, if he wants to assign all monies earned in connection with this job, he should sign both forms. In the latter case, only one letter from the surety company is required--consent to the assignment of all the funds.

In the event the above is not clear, you might call me on the telephone, and I will explain in more detail.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

P. S. I am returning to you herewith Mr. Grote's copy of the voucher and also his copy of the estimate, both of which should be returned to him for his records and files.

cc C. H. Mason
Floyd Query

FORM E-30 37,900 4-52 98606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 17, 1952
Salem, Oregon

SUBJECT:

To:
H. B. Glaisyer
Secretary
BUILDING

We have just received back signed our Estimate Voucher No. 17103 for $11,372.69 in favor of Cinder Hill covering Estimate 3 on Contract No. 3695. In addition to signing the voucher a stamped assignment to the Salem Branch of the U.S. National Bank of Portland appears on the inside of the voucher.

Inasmuch as questions of assignment are handled by your office, I am forwarding the voucher to you and for your convenience you will find attached copies of an assignment made out to cover this particular voucher and also copies of a blanket assignment in case the contractor is intending to assign all money due or to become due. In either event the assignment for the current estimate must be signed and if this is the only item the contractor intends to assign then the other blanks may be destroyed.

The contractor also returned his copy of the estimate voucher (Copy No. 4) and his copy of the field estimate, both of which should be returned to him for his files.

Carl F. Smith

Carl F. Smith
Claims Supervisor

CFS:pg

Enclosure

Ent' 9/19

HEAD OFFICE

LADD & BUSH-SALEM BRANCH
THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

SALEM, OREGON

September 15, 1952

The Oregon State Highway Department
Accounting Division
Salem, Oregon

Gentlemen:

We are enclosing herein in duplicate, an assigned estimate for work performed for your department by CINDER HILL.

Will you please accept one copy of the estimate and return it to us. If this is contrary to your policy, will you kindly acknowledge receipt of the assigned estimate.

Yours very truly,

D W Eyre

D. W. Eyre
Vice President

DWE:ns

Eyre
9/19

RECEIVED
JUN 5 1952
FOR FILING

June 3, 1952

Cinder Hill
795 So. Elm St.
Prineville, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3695, which was awarded to you on April 22, 1952 by the State Highway Commission, for rock production on the Madras-Terrebonne Section of The Dalles-California and Culver Highways in Jefferson and Deschutes Counties.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 6/3

RECEIVED
FOR FILING

April 24, 1952

Cinder Hill
795 S. E. Elm Street
Prineville, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3695 for the Madras-Terrebonne Rock Production Project on The Dalles-California and Culver Highways in Jefferson and Deschutes Counties. This award was based on your low bid of $23,310 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

FI-174(15) Bridge over Wood River on 1/62
G.I. River Hwy. near the city of
#3606 Wood River.

RECEIVED
JUN 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible](15)

3696

June 27, 1963

NOTED
P. M. STEPHENSON

Mr. R. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: First Columbia River Highway
O'Xing of U.P.R.R. at Hood River
Bridge No. 2443 - Cont. No. 3696
FAP No. FI-174(15)

Dear Mr. Parsons:

The Columbia River Highway O'Xing of the Union Pacific Railroad immediately west of Hood River was completed late in 1953. A short time after the completion of the structure, movement in the east fill slope broke the columns and displaced them toward the centerline of the railroad track. Temporary repairs were made by excavating around the columns and inserting large jacks between the beam bottom and the top of the columns. These jacks have remained in place until recently when they were removed and permanet repairs made to the columns. No movement in the earth fill has been in evidence for several years.

At the time of the initial fill movement, the columns were displaced toward the centerline of the structure several inches. Permanet repairs to the columns were made by jacking the beams to their correct elevation and carrying the beam load on a short section of steel bearing piling. Cutting and straightening the existing reinforcing steel and splicing it with additional splice bars. An oversize section of column, very strongly hooped, was used to encase the short section of bearing pile and reinforcing steel. Upon the completion of the permanet column repairs, all timber cribbing was removed and the fill slopes backfilled to their original shape.

This letter is to advise you that all repair work on this structure has been completed and the structure is ready for your acceptance as a Federal-aid Project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUN 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:dl
Attach.
cc: P. M. Stephenson w/att.
C. H. Maison w/att.
L. H. Young w/att.

RECEIVED
JUN 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

174(15)

2-16

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 27, 1963

NOTED
P. M. STEPHENSON

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: First Columbia River Highway
O'Xing of U.P.R.R. at Hood River
Bridge No. 2443 - Cont. No. 3696
FAP No. FI-174(15)

Dear Mr. Parsons:

The Columbia River Highway O'Xing of the Union Pacific Railroad immediately west of Hood River was completed late in 1953. A short time after the completion of the structure, movement in the east fill slope broke the columns and displaced them toward the centerline of the railroad track. Temporary repairs were made by excavating around the columns and inserting large jacks between the beam bottom and the top of the columns. These jacks have remained in place until recently when they were removed and permanet repairs made to the columns. No movement in the earth fill has been in evidence for several years.

At the time of the initial fill movement, the columns were displaced toward the centerline of the structure several inches. Permanet repairs to the columns were made by jacking the beams to their correct elevation and carrying the beam load on a short section of steel bearing piling. Cutting and straightening the existing reinforcing steel and splicing it with additional splice bars. An oversize section of column, very strongly hooped, was used to encase the short section of bearing pile and reinforcing steel. Upon the completion of the permanet column repairs, all timber cribbing was removed and the fill slopes backfilled to their original shape.

This letter is to advise you that all repair work on this structure has been completed and the structure is ready for your acceptance as a Federal-aid Project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Attach.
cc: P. M. Stephenson w/att.
C. H. Maison w/att.
L. H. Young w/att.

RECEIVED
JUN 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

BR. NO. 2443

MEMO

DATE: June 26, 1963

TO: IVAN MERCHANT

SUBJECT: OXing of OWR & N R.R. at Hood River

FROM: H. W. HUGHLETT

Repairs to the concrete columns on the east end span of the OXing of the O.W.R. & N. R.R. at Hood River have been completed as discussed with you. Carl Williams, DMS at the Dalles, advises the backfill has been completed around the columns and under the structure.

Contract 3696 -
dated 4/22/53

AM JUN 27 1963 PM
7,8,[illegible] 2,1,2,3,4,5,6

H. W. Hughlett

FA No
FI-174(15)

Maintenance Division
Oregon State Highway Department

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 10, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3696	11-Final	General Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23084	R-108257	$ 4,575.95	11/10/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: July 31, 1953

Time Extensions: to Aug. 25, 1954 without penalty

Completion Date: Aug. 25, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
ass't H. B. Glaisyer
Secretary

NOTED ON [illegible]
[illegible]

Warrant Mailed:
Ruth Rawlings

RECEIVED
NOV 15 1954
FOR FILING

FI-174(15)
34 1

November 8, 1954

General Construction Co.
4650 N. W. Front Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from December 15, 1953 to August 25, 1954, within which to complete your contract No. 3696, covering the concrete work and steel erection on Hood River Bridge on the Columbia River Highway in Hood River County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Wm. [illegible] Chandler,
Division Engineer

Robert Allison,
Resident Engineer

[illegible] Paxson,
Ass't. State Highway Engineer

RECEIVED
NOV 3 1954
FOR FILING

FE-179 (
3696

November 1, 1954

Federal Insurance Co.
C. A. Tomassene & Sons, Agent
1206 Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3696 for work performed on the Hood River Bridge (concrete work and steel erection) in Hood River County was completed by the contractor, General Construction Co., on August 25, 1954 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $4,575.95 will be released to the contractor on or after November 12, 1954. The total contract amount is $132,701.68 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
11-1-54

RECEIVED
OCT 6 - 1954
FOR FILING

I-174 ( )

October 4, 1954

Oregon State Highway Commission

Request for extension of time
No. 3
October 28 and 29 meeting

Gentlemen:

Re: Hood River Bridge Concrete
Work and Steel Erection
Contract No. 3696

General Construction Company, contractor for the Hood River Bridge Concrete Work and Steel Erection on the Columbia River Highway in Hood River County, has requested a second extension of time from December 15, 1953 to November 30, 1954, in which to complete the work on this contract.

All work was completed on this contract by the middle of May, 1954, with the exception of approximately one day's work to finish the concrete surfaces of the lower portion of the piers. The contractor had to wait until the elevation of the Bonneville Pool was low enough to permit this work to be done. All work was completed on August 25, 1954.

As the work to be done was minor in nature and there was no inconvenience to the traveling public or additional engineering expense to the State, it is recommended that this second extension of time be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Enclosure

cc Mr. P. M. Stephenson

PMS:ds fp

RECEIVED
SEP 9 - 1954
FOR FILING

FI-114 (15)

September 9, 1954

Federal Insurance Co.
J. A. Tomassene & Sons, Agent
1206 Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to General Construction Co. on contract No. 3666, covering concrete work and steel erection on Hood River Bridge on Columbia River Highway in Hood River County.

This payment, in the amount of $14,368.01, will be released to the contractor on or after September 20, 1954. The retained percentage is $3,962.65.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

[illegible]

RECEIVED
MAR 8 1954
FOR FILING

CL-179(13)

3676

March 5, 1954

Soule' Steel Company
2630 NW St. Helens Road
Portland 10
Oregon

Gentlemen:

We do not as yet have the final estimate showing the weight of reinforcing steel used on the Hood River Bridge.

The final estimate will not be completed until the painting is completed sometime this spring or early summer.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

RECEIVED
SEP 9 - 1954
FOR FILING

[illegible]

files

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5154

STEELINE PRODUCTS SS CO

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

March 2, 1954

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

It will be appreciated if you will advise us of the weight of reinforcing steel which the State allowed as a pay item on the Hood River Bridge. The contractor was General Construction Company of Portland, Oregon.

Thank you.

Very truly yours,

SOULE' STEEL COMPANY

Wm H. Mayer

Wm. H. Mayer
Portland District Office Mgr.

WHM/jgs

Copy to Gardner 3-3-54

RECEIVED
MAR 3 1954
OREGON
STATE HIGHWAY COMMISSION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

RECEIVED
DEC 30 1953
FOR FILING

December 29, 1953

General Construction Co.
4650 N. W. Front Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from July 31 to December 15, 1953 within which to complete your contract No. 3696, covering concrete work and steel erection on the Hood River Bridge.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

R. W. Ellison,
Resident Engineer

G. S. Paxson,
Asst. State Highway Engineer

RECEIVED
FOR FILING

November 16, 1953

Oregon State Highway Commission

Request for extension of time
No. 16
December 10 and 11 Meeting.

Gentlemen:

Re: Hood River Bridge Concrete
Work and Steel Erection,
Contract No. 3596

Herewith a request from the General Construction Company, contractor for the Hood River Bridge Concrete Work and Steel Erection in Hood River County, for an extension of time from July 31, 1953 to December 15, 1953, in which to complete the work on this contract.

In our specifications we advised the contractor that delivery of structural steel, which was being furnished under a subcontract, was expected on or before December 31, 1952. Because of steel shortage and delay in finishing by the rolling mills, the structural steel did not arrive on the job until June 8, 1953. The contractor was able to expedite the work after the receipt of the structural steel, and the bridge was opened to traffic October 10, 1953. All that remains to be done is the finishing of concrete surfaces and the completion of the structural steel painting.

There has been no inconvenience to the public, nor has there been additional engineering cost on account of the delay in the completion of the contract. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encls.

PHB:gm

~~Form PR 2~~ (Revised 1946)

State Oregon

Project No. FI-174(15)

Federal Aid

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of August, 1951, a program, which was approved on the 21st day of November, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of February, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirty-one thousand and 00/100 dollars ($131,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1205+04.92 and survey station 1208+73.07, both in the SE 1/4, Section 25, T. 3 N., R. 10 E., W.M., without exception, length 0.070 miles, in Hood River County, being Oregon Federal Aid project No. FI-174(15), consisting of 0.000 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.070 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirty-one thousand and 00/100 dollars ($131,000.00), which does not exceed the authorized Federal pro rata share of two hundred eleven thousand, seven hundred eighty-five and 20/100 dollars ($211,785.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest:
/s/ H. B. Glaisyer
Secretary
(SEAL)

By /s/ Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
/s/ R. H. Baldock
State Highway Engineer

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

Oregon State Highway Department

Federal Aid Project
No. FI-174 (15)

HOOD RIVER BRIDGE ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 25, 1952

Type Code X031
Bridge (Sta. 1205+04.92 to 1208+73.07)
Superstructure Steel (Contract No. 3669)

294,000 lbs.	Structural Low Alloy Steel	$0.169	$49,686.00
156,000 lbs.	Structural Carbon Steel	0.139	21,684.00
			$71,370.00

Concrete Work and Steel Erection

All Required	Shoring, Cribbing, Etc.	$	$ 20,000.00
470 cu. yds.	Structural Excavation	8.00	3,760.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
480 lin. ft.	Furnish Treated Piling	1.25	600.00
14 only	Drive Piles	50.00	700.00
590 cu. yds.	Class "A" Concrete	70.00	41,300.00
107,000 lbs.	Metal Reinforcement	0.10	10,700.00
All Required	Erect Structural Steel		35,000.00
746 lin. ft.	Metal Rail	12.00	8,952.00
			$121,162.00

Subtotal	$192,532.00
10% Engr. & Cont.	19,253.20
Total	$211,785.20

Length of Bridge 0.070 mile

Federal Funds	$131,000.00
State Funds	80,785.20
	$211,785.20

State Funds for Construction: Chapter 175, laws 1917: Chapter 31, laws 1920: Chapter 529, laws 1939.

State Funds for Maintenance: Chapter 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-174 (15)

HOOD RIVER BRIDGE ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 28, 1952

Type Code X031
Bridge (Sta. 1205/04.92 to 1208/73.07)
Superstructure Steel (Contract No. 3669)

294,000	lbs.	Structural Low Alloy Steel	$ 0.169	$ 49,686.00
156,000	lbs.	Structural Carbon Steel	0.139	21,684.00
				$ 71,370.00

Concrete Work and Steel Erection

All Required		Shoring, Cribbing, Etc.		$ 32,000.00
470	cu. yds.	Structural Excavation	$10.00	4,700.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
480	lin. ft.	Furnish Treated Piling	1.60	768.00
14	only	Drive Piles	70.00	980.00
590	cu. yds.	Class "A" Concrete	65.00	38,350.00
107,000	lbs.	Metal Reinforcement	0.12	12,840.00
All Required		Erect Structural Steel		45,000.00
746	lin. ft.	Metal Rail	12.00	8,952.00
				$143,690.00

Subtotal	$215,060.00
10% Engr. & Cont.	21,506.00
Total	$236,566.00

Length of Bridge 0.070 mile

Federal Funds- -	$146,000.00
State Funds- -	90,566.00
	$236,566.00

Oregon State Highway Department

Federal Aid Project
No. FI-174 (15)

HOOD RIVER BRIDGE ON THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 10, 1952

Type Code X031
Steel Superstructure (Sta. 1205+04.92 to 1208+73.07)

294,000	lbs.	Structural Low Alloy Steel	$0.15	$44,100.00
156,000	lbs.	Structural Carbon Steel	0.15	23,400.00
			Subtotal	$67,500.00
			10% Engr. & Cont.	6,750.00
			Total	$74,250.00

Length of Bridge- - - - - - - - -0.070 mile

Federal Funds- -	$46,000.00
State Funds- -	28,250.00
	$74,250.00

Oregon State Highway Department

Federal Aid Project
No. FI-174 (15)

HOOD RIVER BRIDGE ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Ma

Salem, Oregon, ~~February 26~~, 1952

Type Code X031
Steel Superstructure (Sta. 1205/04.92 to 1208/73.07)

294000 ~~218,000~~	lbs.	Structural Low Alloy Steel	$0.15	~~$32,700.00~~	44100.00
156,000	lbs.	Structural Carbon Steel	0.15	23,400.00	
		Subtotal		~~$56,100.00~~	67500.00
		10% Engr. & Cont.		~~5,610.00~~	6750.00
		Total		~~$61,710.00~~	74250.00

Length of Bridge- - - - - - - - 0.070 mile

Federal Funds- -	~~$30,000.00~~	46000.00
State Funds- -	~~31,710.00~~	28250.00
	~~$61,710.00~~	74250.00

March 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover six copies of estimate, seven copies of plan title and summary sheet and six copies of proposal bid item sheet for the Hood River Bridge Steel, Project No. FI-174 (15).

The documents sent to you previously contained an error in the quantity for the item "Structural Low Alloy Steel."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

RECEIVED
MAY 20 1952
FOR FILING

3696

May 20, 1952

General Construction Co.
4850 N. W. Front Avenue
Portland 4, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3696, which was awarded to you on April 22, 1952 by the State Highway Commission, for concrete work and steel erection on Hood River Bridge on the Columbia River Highway in Hood River County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours
Secretary

OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

Recorded 5/20

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APR [illegible] 1952
FOR FILING

71- [illegible]

[illegible]

April 24, 1952

General Construction Company
4850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3696 for construction of the bridge over Hood River on the Columbia River Highway near the city of Hood River in Hood River County. This award was based on your low bid of $121,162 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

chr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC
G. S. Paxson

Enclosure

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

3696

April 22, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project FI-174(15), Hood River Bridge on the Columbia River Highway, to General Construction Company of Portland, Oregon, low bidder in the amount of $121,162.00 at the April 22, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING
OREGON DISTRICT
71- [illegible]

71-174([illegible])

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 14, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FI-174(15)
Hood River Bridge

Dear Sir:

Concerning your recent submissions of form CMP-4C on subject project, the Division Office has advised as follows:

> "Supplementing our April 10 memorandum regarding form CMP-4C for the above project, we now request that, in addition to a CMP-12, the State submit a revised CMP-4C.
>
> Our reason for the request is so that all requirements, including those already provided for by allotment and those for the new contract for which bids are to be opened on April 22, will be shown on one form. The forms submitted with your April 9 and 10 memoranda, each of which shows part of the requirements, will then be canceled.
>
> Controlled materials are to be allotted for entire bridges, rather than contract by contract, under the new procedures whereby allotments are made to the State. A CMP-4C may cover two or more entire bridges if they are part of one Federal-aid project or similarly related if not Federal-aid. However, a CMP-4C never should provide for less material than needed for completion of the one or more bridges described as the 'project.' We may find it necessary to issue only a partial allotment, due to quota limitations, in which case subsequent allotments will be considered as supplementary and will be based on the original request."

Please note that under the new procedure, controlled materials are to be allotted for entire bridges, or may cover two or more entire bridges if they are part of one Federal-aid project or similarly related if not Federal-aid.

RECEIVED
[illegible] 1952
STATE HIGHWAY COMMISSION

Very truly yours,

C G Polk
C. G. POLK
District Engineer

CC - C. A. Gardner

RECEIVED
FOR FILING
OREGON DISTRICT
FI-174(15)
2216

FI-174(15)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project FI-174(15), Hood River Bridge on the Columbia River Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

81-3825 1/52

Yaquina Bay State Park Garage.

#36.7

[illegible]CEIVED
FOR FILING

[illegible]

[illegible]

October 3, 1952

Glens Falls Indemnity Company
6th Floor Mills Tower
San Francisco 4, California

Attention: Mr. Earl B. Alexander

Gentlemen:

This is in reply to your letter of October 1 concerning State Highway Contract No. 3697 for construction of a park building in Yaquina State Park in Lincoln County, Oregon.

Attached is a copy of our letter dated August 21 in reply to your letter of August 15 concerning the principal in the contract and the bond number. We have no further information other than that in our letter of August 21, which, apparently must have been lost in the mails.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

GRIFFITH, VICE-PRESIDENT
HN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

SAN FRANCISCO 4, CALIFORNIA

October 1, 1952

Oregon State Highway Department
Salem, Oregon

Gentlemen:

State Highway Contract 3697-Construction of Garage Building in Yaquina State Park in Lincoln County

Please refer to our letter of August 15, 1952 which reads as follows:

> "Yours letter of August 13, 1952 advised that final payment of $2,800.00 will be released to the Contractor after acceptance by the Commission, although contract completed July 30, 1952.
>
> We request that you supply us with our Principals' name as well as our bond number as we are unable to locate our file on the basis of the information given in your letter."

Gentlemen, as you are aware, we are bound by certain legal requirements to close our bond files with proper procedure which involves the use of release information submitted by the Obligee on our bond form. Therefore, we ask for your kind patience and assistance in helping us to locate the proper file for this contract. Our filing system is arranged by the Cross Index System by the name of the Principal on the Contract and by the bond number which we use on our forms. Inasmuch, as not all of the bonds that we write contain contract numbers, we must necessarily file by name of Principal and bond number.

We apologize for any inconvenience that this may cause you and wait your early response.

RECEIVED

Very truly yours

Earl B. Alexander

Earl B. Alexander
PACIFIC COAST BONDING DEPARTMENT

EBA:ew

RECEIVED
[illegible] 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
AUG. 26, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3697	1FINAL	ENOCH I. MAERZ

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15667	R-48242	$ 2,800.00	8/26/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: July 30, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-28-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 28 1952

NOTED ON CARD

RECEIVED
1952
FOR FILING

37- [illegible]

3697

August 21, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Attention: Mr. Robert O. Fleckner

Gentlemen:

Enoch I. Maers is the holder of State Highway Contract No. 3697 for construction of a garage building in Yaquina State Park in Lincoln County, and it was in reference to this contract that we advised that final payment of $2,800 is to be made after acceptance by the Commission.

We hope that this information will suffice to identify the bond with your records as the bond we have does not show your number.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Ken Potts Insurance Agency
229 North Liberty Street
Salem, Oregon

VICE-PRESIDENT
SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

SAN FRANCISCO 4, CALIFORNIA

August 15, 1952

Oregon State Highway Department
Salem, Oregon

Gentlemen:

State Highway Contract 3697 for Construction of a Garage Building in Yaquina State Park in Lincoln County.

Your letter of August 13, 1952 advised that final payment of $2,800.00 will be released to the contractor after acceptance by the Commission, although the contract was completed July 30, 1952.

We request that you supply us with our principal's name as well as our bond number as we are unable to locate our file on the basis of information given in your letter.

Yours very truly,

Robert O. Fleckner

Robert O. Fleckner
PACIFIC COAST BONDING DEPARTMENT

ROF:mag

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RECEIVED
AUG 19 1952
FOR FILING

[illegible]

17

August 13, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 3697 for construction of a garage building in Yaquina State Park in Lincoln County was completed July 30, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,800 will be released to the contractor after acceptance by the Commission. The total contract amount is $2,800, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

md

Secretary

cc - Ken Potts Insurance Agency
229 North LibertyStreet
Salem, Oregon

NOTED ON CARD

8-13-52 gC

RECEIVED
[illegible] 1952
FOR FILING

May 20, 1952

Mr. Enoch I. Maerz
695 Court St.
Salem, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3697, which was awarded to you on April 22, 1952 by the State Highway Commission, for construction of garage building at Yaquina State Park in Newport, Lincoln County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl.
encl. 1

Recorded 5/20, gl

RECEIVED
[illegible] 1952
FOR FILING

21-[illegible]

3697

April 24, 1952

Mr. Enoch L. Maerz
478 Gerth Avenue
Salem, Oregon

Dear Mr. Maerz:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3697 for construction of the Yaquina Bay State Park Garage in Lincoln County. This award was based on your low bid of $2,830 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC
C. S. Paxson

Enclosure

121-1601 Eddyville-Nashville Sec. of 195[illegible]
Eddyville-Blodgett Sec. Hwy. between
#3698 Eddyville Jct. and Nashville.

RECEIVED
SEP 30 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 26, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)
121-1691 3698	4-final	Saxton & Son

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17686	R-50220	$ 877.74	9/26/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: July 25, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible] ON CARD
9-29-52

RECEIVED
[illegible] 1952
FOR FILING

September 10, 1952

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3698 for work performed on the Eddyville-Nashville Section of the Eddyville-Blodgett Highway in Lincoln County was completed by the contractor, . H. Saxton & Son, on July 25 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $877.74 will be released to the contractor on or after September 20, 1952. The total contract amount is $29,258.10, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD
9-11-52

RECEIVED

FOR FILING

August 28, 1952

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to A. H. Paxton & Son on contract No. 3698, for grading and surfacing on the Eddyville-Nashville Section of the Eddyville-Blodgett Highway in Lincoln County.

This payment, in the amount of $14,147.76, will be released to the contractor on or after September 8, 1952. The retained percentage is $877.74.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

8-28-52

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 9, 1952

Section	Eddyville-Nashville	Kind of work	Grading and Surfacing
Highway	Eddyville-Blodgett Secondary	Section prefix	121-1301
Contractor	A. H. Saxton & Son	Contract number	[illegible]
Date of contract	April 22, 1952	Date of completion	August 31, 1952
Date work started	June 2, 1952	Estimated date of completion	, 19
Amount of contract	$	Per cent of time elapsed	73 %

Estimated cost of completed project, exclusive of engineering $ 53,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ [illegible].66, [illegible]8 %

Date project was completed July 25, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was mailed to Salem yesterday.

Last report.

RECEIVED
AUG 11 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

Signed B P Huntley

Address Box 57, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
MAY 29 1952
FOR FILING

121-1661

3698

May 28, 1952

A. H. Saxton & Son
Route 2,
Corvallis
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3698, which was awarded to you on April 22, 1952 by the State Highway Commission, for grading and surfacing on the Eddyville-Nashville Section of the Eddyville-Blodgett Highway in Lincoln County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
APR [illegible] 1952
FOR FILING

[illegible]

[illegible]

April 24, 1952

A. H. Saxton & Son
Route 2, Box 200
Corvallis, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3698 for grade-widening and rock surfacing on a 6.85-mile section of the Eddyville-Nashville Section of the Eddyville-Blodgett Secondary Highway intermittently between the Eddyville Junction and Nashville in Lincoln County. This award was based on your low bid of $30,000 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

RECEIVED
18 1952
FOR FILING
FORM E-30X 25M 6-51 90113

Cross Referenced To:
Maint
Traffic Reg.
Speed L + Z

121-[illegible]

2698

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1952

SUBJECT:

761

To: Mr. E. A. Collier

I again discussed with Mr. Baldock this date the proposed resurfacing of Marion Street in Salem, for which there is included in the 1952 special maintenance budget the sum of $30,000. Mr. Baldock is not in favor of attempting to patch out the street with state forces, but wishes to do this work by contract; therefore, the project should be worked up and scheduled for contract letting not later than the April meeting.

24-4-[illegible]

There is another project in the 1952 minor betterment budget, approved by the Commission, for improvements to the Eddyville-Blodgett Secondary Highway between Eddyville and Nashville, for widening, draining, and surfacing in the amount of $35,000, authorized by the Commission August 20, 1951. This project should also be worked up and scheduled for contract letting.

W W Stiffler

W. W. Stiffler

WWS:er

cc Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. S. H. Probert

EIVED

FOR FILING

12-1601

#9698

Cross Referenced To:

Maint

Traffic Reg

Speed Limits

& Zones

December 4, 1951

Mrs. Charles E. Peck
Eddyville
Oregon

Dear Mrs. Peck:

I wish to thank you very much for your kind letter of December 3, 1951 expressing appreciation for the help that the State Highway Commission has given your community.

The members of the Commission will be much pleased to know that what has been done meets with your satisfaction, so I am bringing your letter to the attention of the Commission for its information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: Commissioners
R. H. Baldock

December 3, 19[illegible]

Oregon State Highway Dept.
Salem, Oregon.

Dear Sirs:-

It has been quite a while since I received your last letter in reference to petition from this vicinity on our Nashville, Eddyville road and I just wish to thank you for the letters I have received and I have been able to let some of the other names on petition know what response we got, that are within reach of getting the news.

Thank you—
Sincerely
Mrs. Chas. E. Peck
Eddyville
Oregon.

ACKNOWLEDGED
H. B. GLAISYER

December 3, 1951

Oregon State Highway Dept.
Salem, Oregon

Dear Sirs:--

It has been quite a while since I received your last letter in reference to petition from this vicinity on our Nashville, Eddyville road and I just wish to thank you for the letters I have received and I have been able to let some of the other names on petition know what response we got, that are within reach of getting the news.

Thank you -

Sincerely

Mrs. Chas. E. Peck
Eddyville
Oregon

COPY

OR FILING

Cross Referenced
Maint
Traffic Reg
Speed Zoning

52
9-12

October 25, 1951

Mrs. Charles E. Peck

Eddyville, Oregon

Dear Mrs. Peck:

On August 6 a petition was received from a group of people, including yourself, requesting improvements to dangerous spots on the road between Eddyville and Nashville. On August 20 this matter was considered by the Commission, and it is my pleasure to report that they approved expenditure of funds to cover the widening of approximately forty curves, which work is scheduled to be done in 1952.

No action was taken at this meeting regarding your request for speed zoning. On September 12 the matter of speed zoning was considered and the Commission in arriving at its decision had the benefit of a report from the Traffic Engineer. This report disclosed a very low volume of traffic on the road, and due to the physical characteristics of the highway a speed applicable on one section could not be used on a near-by section. In view of these facts the Commission could not see its way clear to approve establishment of a reduced speed zone.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

FAQ:md

EIVED

FOR FILING

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1951

121-61

SUBJECT:

To: Mr. E. A. Collier,
Maintenance Engineer,
Department.

Dear Sir:

In connection with proposed widening and improvement on the Eddyville-Blodgett Highway as authorized by the Highway Commission in the amount of $35,000.00, I am handing you herewith two prints showing the center line location between Eddyville and Nashville.

From the Eddyville end up to Station 120, there appears to be no record of right of way secured, although this section was built as a market road years ago. Perhaps you may remember some of the details in connection therewith. From Station 120 to Station 302 west of Nortons, the right of way is 40 feet in width, as indicated by the County Records, which right of way was secured by County Resolution. From 302 to 604 just west of Nashville, there is a 60-foot right of way throughout, which location, you will note, eliminates all the 6 existing railroad crossings except one near Nashville.

The section from 302 to approximately 355 was built as a market road improvement under State supervision approximately in 1932. From 355 on to Nashville the old road obtains, on which we have no right of way as far as the records indicate. It is along this section, I understand, that we are to spend the $35,000.00 for improving this existing road. Property fences in some places would permit of widening without difficulty but in most cases the fences are very close to the road, which will prohibit any work without securing permission from property owners by purchase or easements or agreements of some kind.

A survey of this existing road (with 6 railroad crossings) for the proposed widening in order to secure descriptions and get right of way would entail considerable difficulty and expense for the survey alone, plus the cost of the needed right of way at points where widening was desired and needed.

I am at a loss to know how to proceed. Working up the details and plans for a contract is hardly justified on this type of work and

NOTED
W. W. STIFFLER

Mr. Baldock suggested that the work might be done on an equipment rental basis. This would simplify our plans all right, but we still would have to arrange for right of way or easements for the proposed improvement. On the other hand, we have the right of way on this new survey but the construction of the 5-mile section on this new line would mean an outlay of several hundred thousand dollars.

We have recently widened out the narrow spot with an extra gang crew, which work was authorised by you some time ago and, I believe, ordered by the Commission because of a bad accident. This point was at approximately Station 245 to 248. The other widening work authorised could hardly be undertaken until next year but preparations should be made for a survey and acquisition of right of way prior to that time.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. W. W. Stiffler
Mr. H. G. Smith

EIVED
FOR FILING

September 6, 1951

Oregon State Highway Commission

Gentlemen;

At the August 20-21 Commission meeting, a request for improvement and speed zoning on the Eddyville-Blodgett Highway was brought to your attention; however, no action was taken with regard to the petitioners' request for speed zoning. The Traffic Engineer has made this the subject of investigation and report.

The section investigated is 11.72 miles in length. The highway surface is of gravel and is relatively smooth. Surface widths vary from 12 to approximately 18 feet. The entire section is a series of horizontal and vertical curves. On the entire 11.72 miles of highway there are, with the exception of the Nashville vicinity, some six or eight farms adjacent to the highway.

The 1950 average daily traffic in this section was 77 vehicles. There were seven accidents in the section during each of the years 1949 and 1950. There were no accidents during the first six months of 1951. Two persons were injured in 1949 and there were no other casualties. Eight of the fourteen accidents reported were sideswipe and three were head-on collisions. The 1949 accident rate was 22.6 accidents per million vehicle-miles, as compared to 4.45 accidents per million vehicle-miles for all rural secondary state highways. This would indicate that this section of highway is extremely hazardous; however, it must be realized that because of the extremely low traffic volume, the accident rate is greatly distorted. Thus, comparison with averages is not practical.

There are six railroad grade crossings in the section. All of these are skew crossings wherein the highway, which generally parallels the railroad, crosses from one side to the other. Horizontal curvature limits safe driving speeds to from 20 to 45 miles per hour. On some of the curves, 20 miles per hour is somewhat high.

Because of the physical conditions, speed zoning on this section of highway would be extremely difficult. No one speed limit would be applicable to any extended section. Driving practices on a highway such as this consist of constantly changing speed, slowing down for the curves and accelerating on the short tangent sections.

It is recommended that the request for speed zoning be denied. This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
JAH;bv b1

IVED

FOR FILING

[illegible]

#3648

August 14, 1951

Mrs. Chas. E. Peck
Eddyville
Oregon

Dear Mrs. Peck:

As the first person who signed the petition for the widening of the Eddyville-Nashville road, advise that I am making a full report on this situation to the Highway Commission at its meeting in Portland next week.

In the meantime I have given instructions to repair the slip-out in the embankment section and for the Traffic Engineer to investigate the reduction of speed for all types of traffic on the road.

As soon as the Commission takes action in the matter, we will advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Glaisyer

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UG 1 6 1951
FOR FILING

121 · 16·1
77 678

768

August 14, 1951

Oregon State Highway Commission

Gentlemen:

We have a petition as follows:

"We the undersigned, wish to advise you of a very serious road hazard on the Eddyville to Nashville road.

"There is a dangerous hole in the road bed caused by the caving off of the bank into the river about 4 1/4 miles from Eddyville. We would like to see this condition fixed as school will soon be starting and a school bus loaded with children passes the river at this point twice a day. Recently a car carrying a lady and her little girl narrowly missed losing their lives at this location. Their car was classed as a total loss.

"There are also other bad places on this twelve mile stretch of road—Eddyville-Nashville.

"We also think a speed limit should be placed on log trucks on this narrow road as many places are too narrow to pass."

The hole to which they refer is a slip-out along the side of the roadbed, and it was immediately protected by a fence. I have issued instructions to have the fill replaced at once.

The accident of which they speak occurred at a different point, 30 feet from the hole in question.

I have asked the Traffic Engineer to investigate a speed limit for all traffic on this road because it is quite narrow.

A rough estimate, without a survey, to widen the present road from 16 to 24 feet, resurface and oil the 12-mile section, is approximately $450,000, because this is heavy country.

Mr. Stifflers copy
to Maint Dept
9-7-51
P.M.

The average daily traffic is less than 50 cars.

It is my recommendation that we include an item in our 1952 minor betterment budget to the amount of $35,000 to cover the estimated cost of widening 40 curves from 15 feet to 20 feet of roadway, to extend the culverts, and to surface the widened sections. The section is 11.8 miles in length, with untreated gravel surfacing, having a compacted thickness of about 6 inches. The surface is in remarkably good condition, considering the long dry period, and it is believe that an untreated surface will suffice for this traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:mi
cc Mr. Williams
Mr. Stiffler
Mr. Crandall
Mr. Hawke

Mr. Crandall:
Please make traffic survey.

ASSIGNMENT

1, 1951

No. 768

By

scription: Letter dated July 30 from Mrs. Norman Edwards, Eddyville, Oregon re condition of the Eddyville-Blodgett Secondary Highway between Eddyville and Nashville, a distance of about 10 miles

Acknowledged by _____ Referred to __E. A. Collier ✓____

xxx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

Assignment executed 8-10-1951 Report received ________

Remarks:

Mr. Balddock

Supt. Of Oregon State Hiway Comm.

Dear Sir:-

We the undersigned, wish to advise you of a very serious road hazzard on the Eddyville to Nashville road.

There is a dangerous hole in the road bed caused by the caving off of the bank into the river about 4 1/4 miles from Eddyville. We would like to see this condition fixed as school will soon be starting and a school bus loaded with children passes the river at this point twice a day. Recently a car carrying a lady and her little girl narrowly missed losing their lives at this location. Their car was classed as a total loss.

There are also other bad places on this twelve mile stretch of road--Eddyville -Nashville.

We also think a speed limit should be placed on log trusks on this narrow road as many places are too narrow to pass.

Mrs. Chas. E. Peck - Eddyville
Charles E. Peck
Wm A. Franklin - Eddyville
E. S. Peck Eddyville
Mary White Eddyville
Roy E. March Eddyville
Mrs Cecil Gar[illegible] Eddyville
Mrs Wm Franklin - Eddyville
Delmar Anderson - Eddyville
Mrs John Franklin - Eddyville.
Johny W Franklin Eddyville ore
A. L. Beal - Newport Ore (Mail Carrier on said road.)

Marion S. McNair Eddyville
Mrs. Boyd English
H. N. Hancock
Marion Witham
Elfrida Gausing
Anna Gausing
R. A. McFarland
Mrs. R.A. McFarland

Albert R. White	Eddyville Ore
Gabriel Chavarria	" "
Harry L. Worth	Eugene Ore -
Mrs. Jean Mauch,	Eddyville Ore.
Darrell H. Mitchell	Albany Ore
Cecilia L. McGhee -	Toledo Ore.
Alice E. Swann -	Eddyville Or.
Edith M. Sharp	Eddyville Ore -
C O Marshall	Eddyville Ore.
A P Davidson	Newport Ore.
Ralph W Bickford	Eddyville Ore -
Harold Witham	Nashville Ore.
Clyde Hamar	Eddyville Ore
Margaret Hamar	Eddyville Oreg.
Myrtle Bailey	Eddyville Oregon
Roy Atkinson	Eddyville Oregon.
Vivian L. Atkinson	Nashville, Oreg.
George R. Humphrey	Nashville Oregon.
Doris V. Humphrey	
Beth Atkinson	Eddyville, Ore.
Ethel E. Roberts	Nashville, Ore.
Jack Strake	Nashville Ore
Amy Strake	Nashville
Mrs. Claire Bailey	Nashville

J. C. Steinert	E Eddyville
Ernie Marris.	Philomath Oregon Maintenance Co. Ore.
L. M. Johnson	
John [illegible]	Eddyville Oreg.
[illegible]	[illegible]
Leonard E. Harp	Eddyville Ore
Chas. Hinshaw	Nashville Ore
R. C. Stimpson	Eddyville.
J. J. [illegible]	Eddyville Ore.
Earl [illegible]	[illegible] Oregon
Carl Humphrey	Nashville Oreg
Frank K. [illegible]	Summit Oreg
Gilbert Dawson	Nash
J M Becker	Siletz Oreg Ore
C. W. [illegible]	Toledo Oregon
Mrs. [illegible]	[illegible]
Mrs J M Becker	Siletz Ore
Mrs Norman Edwards	Eddyville, Oregon
Mr. Norman C. Edwards	Eddyville, Oregon
Mrs Evalynne Burch	Eddyville, Oregon
Mrs. Lucy Marrs	Corvallis, Oregon

Philip Roberge	Eddyville. Ore.
Dorothy E. Roberge	Eddyville Ore.
F. C. O'Hall	Corvallis
Lausen Jones	Eddyville, Ore.

324-1704 Silverton (McClaine & West 1962
Main Streets) Paving Project in
#3699 Silverton.

RECEIVED
DEC [illegible] 1952
FOR FILING
324-1704

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 23, 1952

(CONTRACT NO.) 3699	(EST. NO.)	(CONTRACTOR)
3699	2 & 3 Final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23410	R-56167	$ 796.48	19 Dec. [illegible] 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: to Oct. 15, 1952 without penalty

Completion Date: Oct. 15, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-24-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

aa Wichlander

12-24-52

RECEIVED
FOR FILING
324-1704
[illegible]

December 11, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 30 days, from September 15 to October 15, 1952, within which to complete your contract No. 3699 for paving on the Silverton (McClaine St. & West Main St.) City Street Section in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

Maurice Juve,
Resident Engineer

H. G. Smith,
Construction Engineer

B

324-1704

3699

December 9, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3699 for paving on the Silverton (McClaine St. & W. Main St.) Section in Marion County was completed by the contractor, Warren Northwest, Inc. on October 15 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $796.48 will be released to the contractor on or after December 19, 1952. The total contract amount is $6,633.63, of which amount $147.91 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

12-9-52, gl

RECEIVED
FOR FILING
324-1704

R

November 12, 1952

Oregon State Highway Commission

Request for Extension of Time
No. 9
November 24-25 meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc., for an extension of time on Contract No. 3692, Silverton City Streets Project, from September 15, 1952 to October 15, 1952.

On this project it was originally planned that the City of Silverton would raise the manholes to conform with the new paving. After the project was underway, the City determined that it could not do this work, and it was handled by our contractor under force account.

This additional work caused the overrun in time, but caused no inconvenience to the State or City. I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS er

RECEIVED
OCT 9 - 1952
FOR FILING

October 7, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 46 days, from July 31 to September 15, 1952, within which to complete your contract No. 3609 for paving on the Silverton (McClaine St. & West Main St.) City Street Section in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

Maurice Juve,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 30, 1952

Section Silverton (McLaine St. & W. Main St.)

Kind of work Grading and Paving

Highway City Street

Section prefix 324 - 1704

Contractor Warren Northwest Inc.

Contract number 3699

Date of contract April 22, 1952, ~~19~~

Date of completion July 31, 1952

Date work started August 25, 1952

Estimated date of completion Sept. 15, 1952

Amount of contract $10,407.50

Per cent of time elapsed 130 %

Estimated cost of completed project, exclusive of engineering $10,632.50

Per cent of contract completed, based on total contract price 95 %

Engineering cost to date $230.00, 2 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started paving on this project Monday and completed paving Wednesday.

Total tonnage 810.72 Tons

There are several manholes and valve covers to adjust before the project is completed.

NOTED
H. G. SMITH

RECEIVED
AUG 29 1952
DIVISION ENGINEER

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Maurice N. [illegible]

Address Rm. 210 Lab. Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.65
Miles partially completed					
Miles completed					0.65
Total estimated quantities					1,200 Tons
Estimated quantities moved or placed to date					810.72 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					15

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 2......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers .... Paving Machine 1 Paving Plant 1, Trucks 9

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Clear, Warm		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED

FOR FILING

August 27, 1952

Request for extension of time
No. 4
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on Contract No. 3099, McClaine Street and West Main Street Section in Silverton, from July 31, 1952 to September 15, 1952.

At the time the contractor bid this project he was also awarded the Woodburn-Mt. Angel Section, and it is his intention to pave both projects from one set-up. His paving plant was set up approximately August 12 and both projects will be completed in a very short time.

There was no increase in the engineering costs because of this overrun in time, and I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS:ar   lg

RECEIVED
MAY 15 1952
FOR FILING

May 14, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, four fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3688, for paving on the Marion and Summer Streets Section in Salem, awarded April 21, 1952.

Contract No. 3699, for paving on the Silverton (McClaine St. & W. Main St.) City Streets Section, awarded April 22, 1952.

Contract No. 3700, covering the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County, awarded April 22, 1952.

Contract No. 3705, covering the Forest Grove (19th Ave. & Elm St.) and Cornelius ("N" St. N.) Sections in Washington County, awarded April 22, 1952.

These contracts are for your records and files.

We are also sending executed copies of the above contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded 5/14/52

RECEIVED
FOR FILING

[illegible]

[illegible]

April 28, 1952

Mr. R. B. Borland, City Manager
City Hall
Silverton, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Silverton covering the improvement of McClaine Street from west city limits to Main Street, Main Street from McClaine Street to Water Street, a distance of approximately 0.63 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR [illegible] 1952
FOR FILING

54

3699

April 24, 1952

Warren Northwest Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3699 for the Silverton (McLaine & W. Main Streets) Paving Project in Marion County. This award was based on your low bid of $10,407.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

December 10, 1951

Mr. R. E. Borland
City Manager
Silverton, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to your letter of December 4 concerning the City's request for a $250,000 Special City Allotment Fund project in the City of Silverton.

Your application, along with those of other cities, will be presented to the Highway Commission for its consideration in the early part of 1952. Please be informed that final approval or disapproval rests with the Highway Commission and you will be notified of its action.

If I can be of further assistance, please do not hesitate to call on me.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
Harold C. Ayers

John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
J. W. CATTRALL

CITY OF Silverton
GATEWAY TO SILVER FALLS STATE PARK
SILVERTON · OREGON

R. E. BORLAND
City Manager

December 4, 1951

Mr. Harold C. Ayers, Field Engineer ✓
County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

This is in regard to the proposed improvement of McClaine Street and two blocks of West Main Street, Silverton, Oregon, by resurfacing with bituminous material, at an estimated cost of $15,392.50. Under the special $250,000.00 State Highway Fund, which was discussed with you on your recent visit to Silverton.

By resolution number 429, dated August 13, 1951, the City Council made formal application to the State Highway Commission for aid in making repairs to certain streets in the City of Silverton, which included the two above mentioned streets.

At a regular meeting of the City Council held December 3, 1951 it was agreed by all Councilmen present to request the State Highway Commission to consider the improvement of McClaine Street and a portion of West Main Street as an 1952 project. City Council also approved the payment of an amount up to $1,000.00 as the City's share of the estimated cost which is over and above $15,000.00, in case the total contract price should amount to $16,000.00.

We would be pleased to have you place this information before the State Highway Commission for their consideration.

Very truly yours,

R. E. Borland

R. E. Borland,
City Manager

NOTED
Harold C. Ayers

RECEIVED
DEC 5 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 5 1951
ENGINEER
COUNTY & CITY RELATIONS

11-9-51

[illegible]

Preliminary Estimate

McClaine Street from west city limits to Main Street, Main Street from McClaine to Water Street, a distance of approximately 0.63 mile.

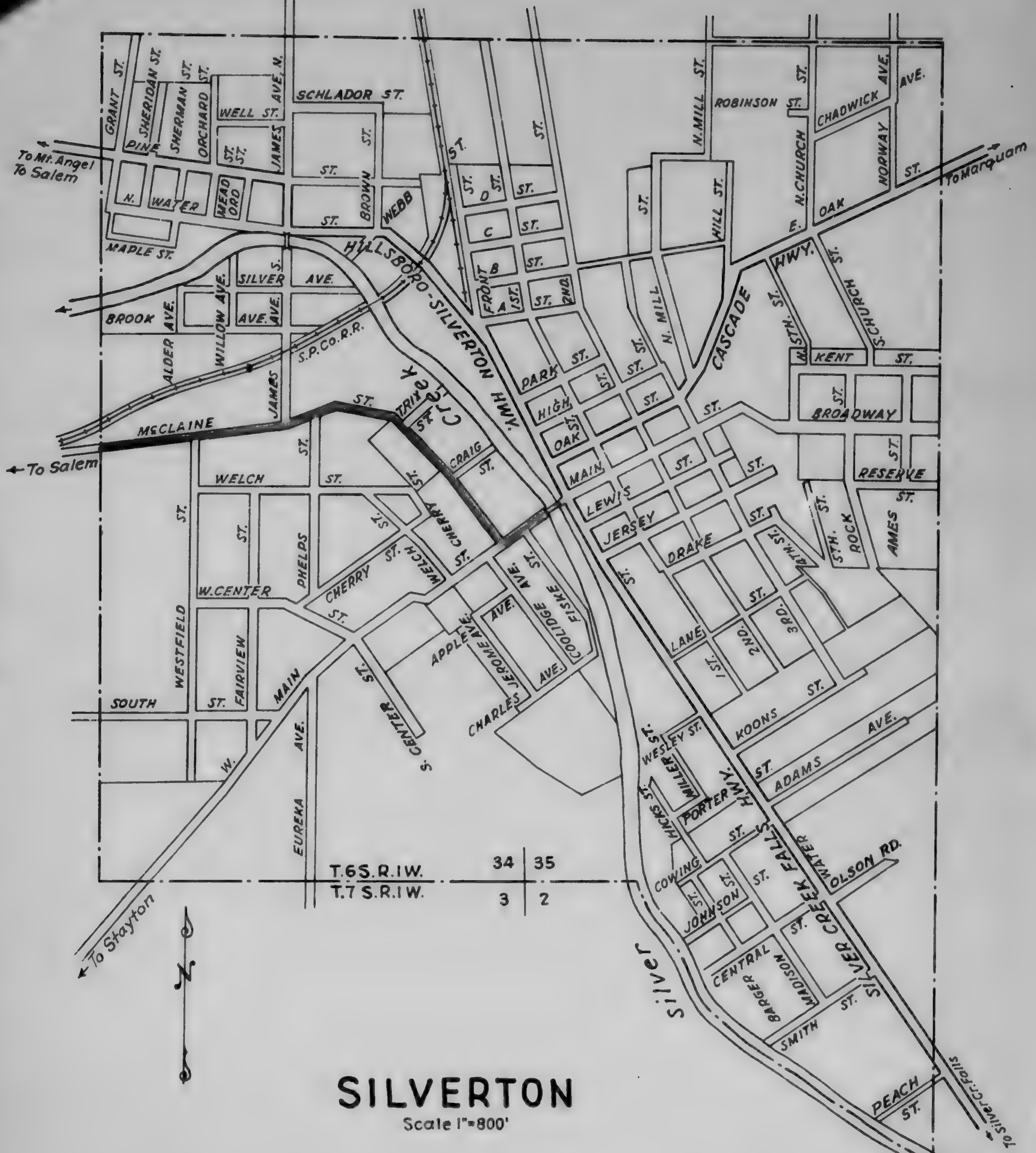
[illegible] surface and place 2" of asphaltic concrete 30' in width.

Item	Quantity		Unit Price	Total
Asphaltic concrete in patches	10[illegible]	Tons	$ [illegible]	$ 1,600.00
Class B asphaltic concrete	[illegible]	Tons	[illegible]	10,8[illegible].00
[illegible] in seal coat & tack	2[illegible]	[illegible]	[illegible]	[illegible]
Aggregate in seal coat	[illegible]	cu. yd.	[illegible]	[illegible].00

Preliminary Estimate of Construction	$13,480.[illegible]
[illegible] Engineering & Contingencies	1,6[illegible]
Preliminary Engineering	[illegible]
	$1[illegible],[illegible]

Total Estimate: $1[illegible],400.00

HCA:MM
11/9/51



SILVERTON

Scale 1"=800'

Rev. 8-22-49

Silverton 11-9-51

Preliminary Estimate

McClaine St from west city limit to Main St
Main Street from McClaine to Water Street
a distance of approximately 0.63 mile

[illegible] surface [illegible] 2" of asphaltic
Concrete 30' width.

Asphaltic Concrete in patches	160 tons	$10.00	$1600.00
Class B Asphalt Concrete	1200 tons	9.00	10800.00
RS1 in seal Coat stock	14 tons	60.00	840.00
Aggregate in seal Coat	40 cu yd	6.00	240.00
Preliminary Estimate of Const cost			$13480.00
12½% [illegible]			1682.50
[illegible]			250.00
			$15,412.50

15,400.00

Application No. 52

SILVERTON
Marion County
Population:
1940 - 2,925
1950 - 3,146
Division II

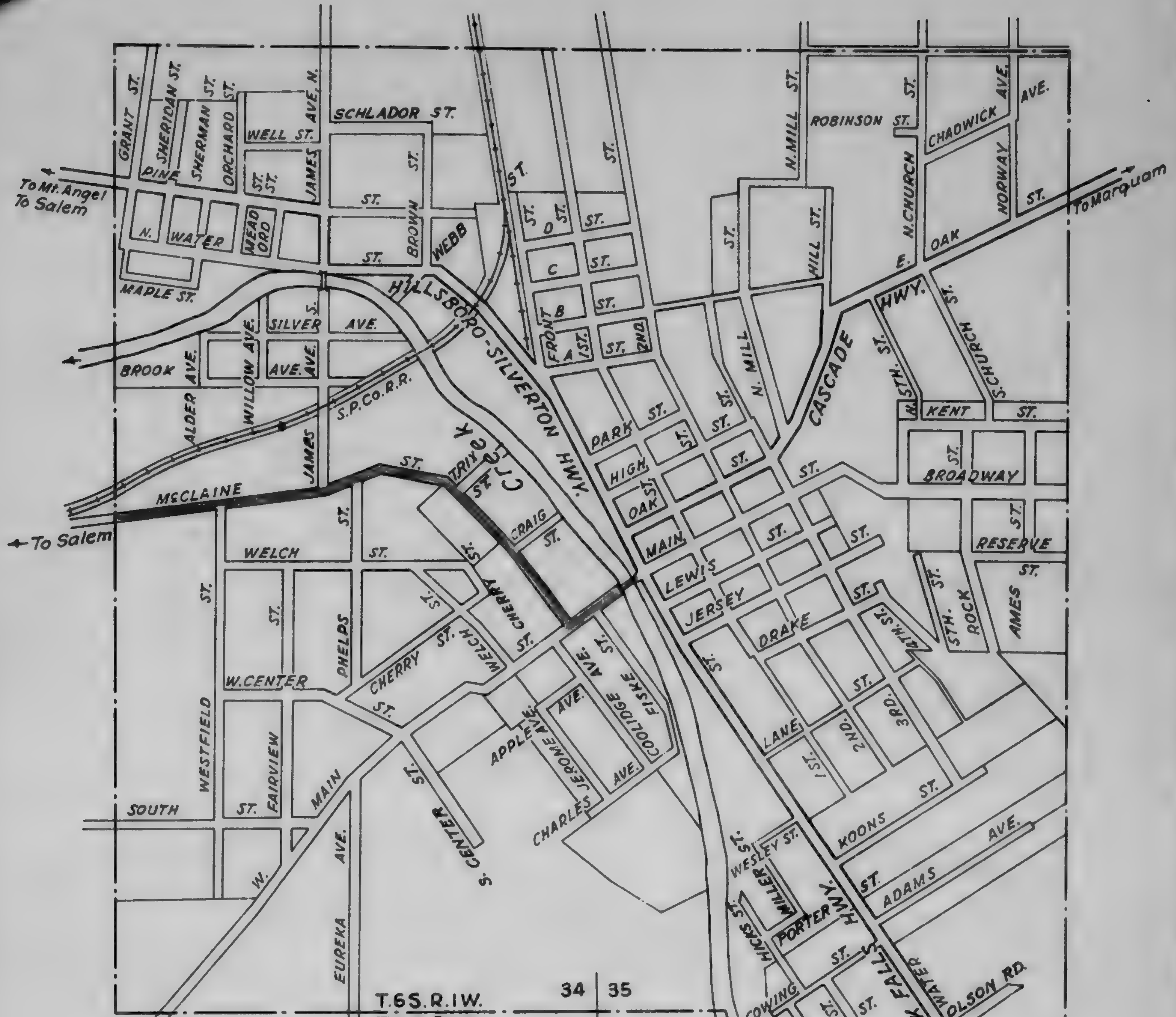
Previous Projects	Cost (Actual) State	City	Total
1948: None	$--		
1949: Constructed reinforced concrete bridge across Silver Creek on James Avenue.	$15,000.00	$ 4,958.56	$19,958.56
1950: None	$--		
1951: None			

Proposed Project	Cost (Estimated) State	City	Total
1952: Patch present pavement and place 2" of asphaltic concrete 30' wide on McClaine Street from west city limits to Main Street and on Main Street from McClaine Street to Water Street, a distance of 0.63 mile.	$15,000.00	$ 400.00	$15,400.00

- - - - - - - - - -

McClaine and Main Streets are subjected to heavy log and lumber traffic and farm to market traffic. Investigation found street showing failure due to this very heavy traffic.

Recommendation
Approval recommended.



SILVERTON

Scale 1"=800'

Rev. 8-22-49

Silverton 11-9-51

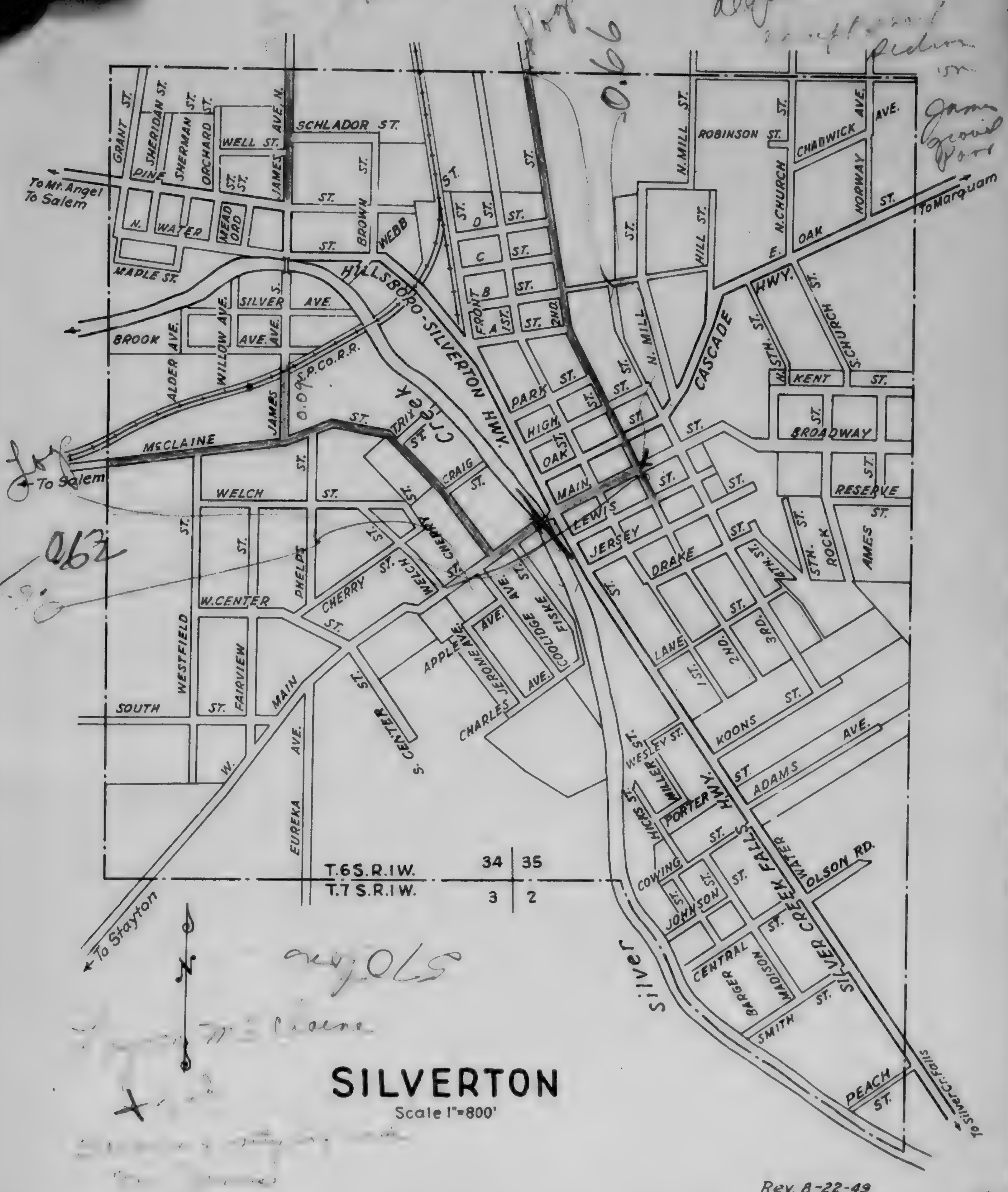
With Mr. Rowland City manager went over street requested for work in McClaine, Main, 3rd and [illegible] ave.

All of these streets are carrying heavy log truck traffic and are in need of repair. Advised Mr. Rowland that $15,000 could not possibly repair all of these streets and he would have to decide on which part of street he most desired to have repaired. He said any part of the log truck route that they could get help on would please the city.

McClaine Street is in bad condition and needs repair more than the balance of route. This route is receiving excessive wear by heavy and unusual industrial traffic and can be recommended for repair

All gravel not good

Medium



0.66

0.62

av. 0.65

McClaine

SILVERTON

Scale 1"=800'

Rev. 8-22-49

10-25-51

51-117

Form cc-50
Special City Allotment

8-6-51

RESOLUTION
#429

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Silverton is an incorporated city of the State of Oregon, and has a population of 3117, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, McClaine, Main
Second and James

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
McClaine, Main, Second and James.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

Form cc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Silverton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate R.E. Borland as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of August, 19 51.

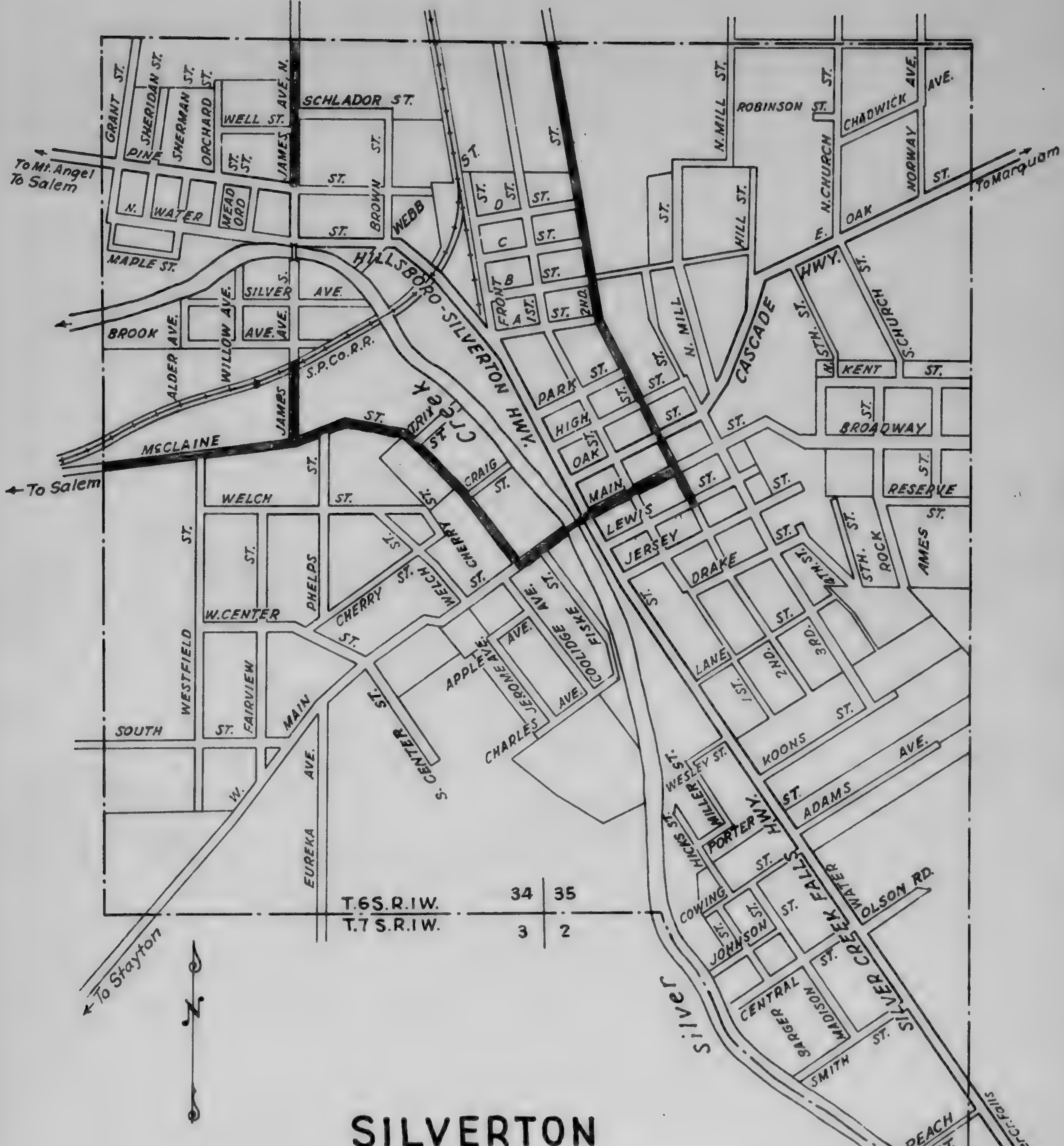
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Silverton at a regular or special meeting of said council, held on the 6th day of August, 19 51, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13 day of August, 1951.

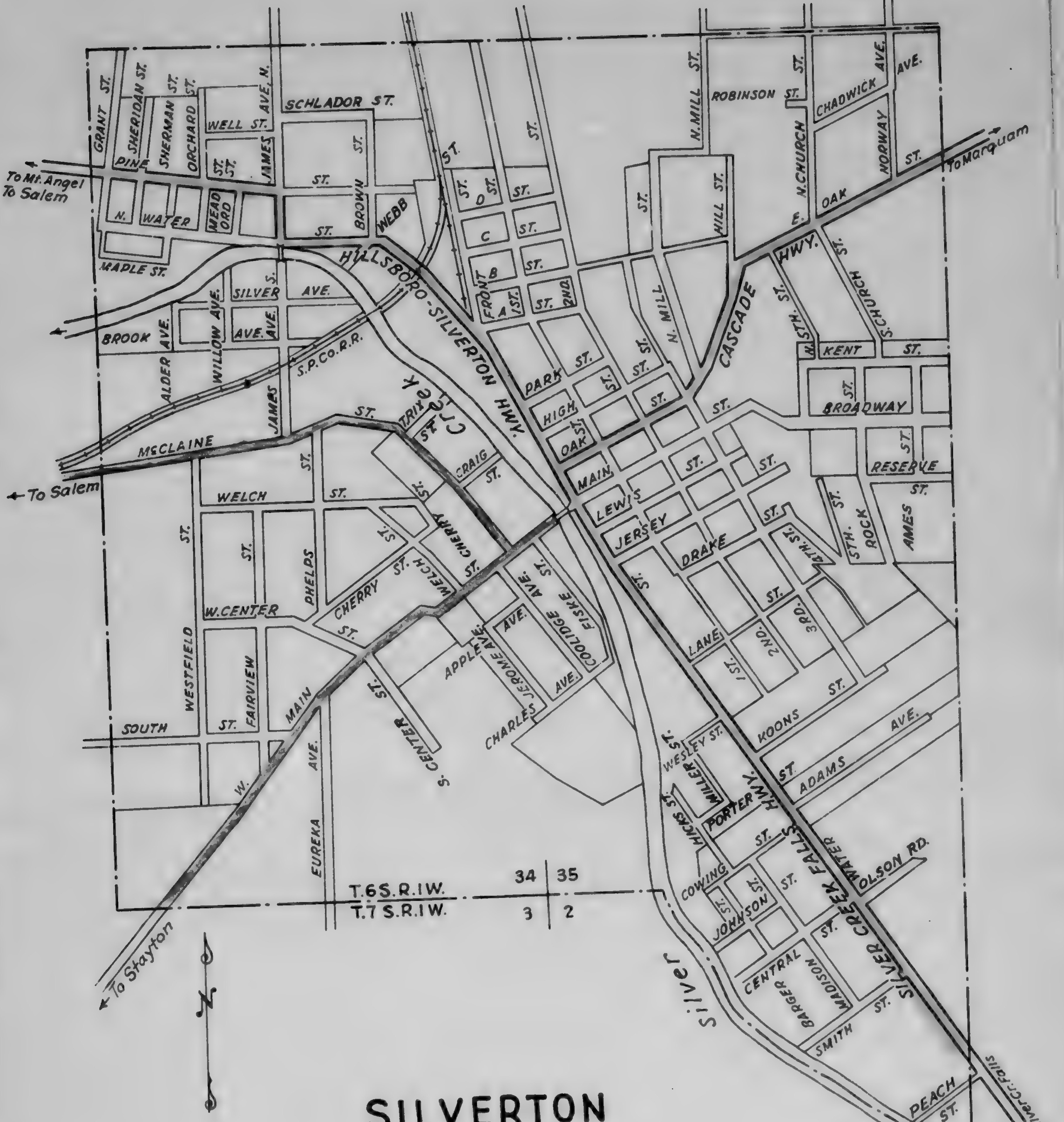
R. E. Borland
City Recorder



SILVERTON

Scale 1"=800'

Rev. 8-22-49



SILVERTON

Scale 1" = 800'

Rev. 8-22-49

March 16, 1951

Mr. R. E. Borland
City Manager
Silverton, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Reference is made to your letter of March 13 re assistance by the State Highway Department in the improvement of McClaine Street in the City of Silverton.

The only fund administered by the Highway Commission which is available for improvement of city streets is the annual $250,000 Special City Allotment Fund created by the 1947 legislature. This fund for the year 1951 has been entirely allocated by a program approved by the Highway Commission on February 26 based on applications made by various cities in 1950.

Enclosed are two copies of a resolution form to be used in making application for aid under the act setting up the above fund. If the city officials wish to fill out and adopt this resolution, it will be investigated and presented to the Highway Commission for consideration in programming the 1952 fund. If the form is filled out and adopted, please return one signed copy to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

CITY OF Silverton
GATEWAY TO SILVER FALLS STATE PARK
SILVERTON · OREGON

R. E. BORLAND
City Manager

March 13, 1951

Oregon State Highway Commission
John W. Cattrall, Engineer, County and City Relations
Salem, Oregon

Dear Mr. Cattrall:

McClaine Street, Silverton, extending from West Main Street to the City Limits is in need of wearing surface repairs at various points for the entire length of the Street.

This street carries a greater part of the vehicular traffic between Salem and Silverton than any other City street, and likewise carries more log truck traffic than any other City street.

Please advise us if the State Highway Department can assist the City of Silverton in making pavement repairs to McClaine Street when weather conditions permit.

Very truly yours,

R. E. Borland
R. E. Borland,

City Manager

MAR 14 1951
ENGINEER,
COUNTY & CITY RELATIONS

S-227(2) Woodburn-Mt. Angel Sec., 1952
Hillsboro-Silverton Secon. Hwy.
#3700

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 13, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3700	8-final	WARREN NORTHWEST INC	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4243	R-62116	$ 5,668.57	3/13/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: None

Completion Date: Oct. 9, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-17-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JH

RECEIVED
MAR 6 1953
FOR FILING

[illegible]

[illegible]

March 4, 1953

United States Guarantee Co.
90 John Street
New York 7, N.Y.

Gentlemen:

State Highway contract No. 3700 for work performed on the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County was completed by the contractor, Warren Northwest, Inc. on October 9, 1952 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $5,668.57 will be released to the contractor on or after March 14, 1953. The total contract amount is $188,552.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United States Guarantee Co.
Rogers Insurance Agency, Inc.
803 Title & Trust Bldg.,
Portland 4, Oregon

NOTED ON CARD
3-4-53

RECEIVED
[illegible] 1953
FOR FILING

5-227(2)

January 27, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 3700, for grading and paving on the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County.

This payment, in the amount of $2,053.37, will be released to the contractor on or after February 6, 1953. The retained percentage is $5,656.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

1-2[illegible]-53 gl

RECEIVED
[illegible] 1952
FOR FILING

5-537(2)

December 1, 1952

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 3700, covering grading and paving on the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County.

This payment, in the amount of $66,744.54, reduces the retained percentage to three percent of the total amount earned by the contractor, or the sum of $5,592.68. The present payment will be released to the contractor on or after November 6th.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

RECEIVED
OCT [illegible] 1952
FOR FILING

October 27, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 3700, covering grading and paving on the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County.

This payment, in the amount of $66,744.54, reduces the retained percentage to three percent of the total amount earned by the contractor, or the sum of $5,592.68. The present payment will be released to the contractor on or after November 6th.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon
Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

[illegible]

RECEIVED
OCT 1952
FOR FILING

October 21, 1952

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 9, 1952 on Contract No. 3700, Woodburn-Mt. Angel Section, in connection with Federal Aid Project No. S-227 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DSP:bp

cc: John Cattrall

RECEIVED
FOR FILING

FORM E-90 25M 6-51 49718

[illegible]

[illegible]

3743

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

124-1051

5 Salem, Oregon
October 16, 1952

SUBJECT: Indexed Alphabetically

Schaefer, Joe

To: Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

NOTED
W. C. WILLIAMS

Dear Sir:

We are returning herewith Assignment No. 3743 in which you requested that we investigate the complaint of Joe Schaefer that his driveway was badly torn up during the construction work on the Woodburn-Mt. Angel Section.

Mr. Juve has made an investigation and a copy of his report is attached hereto.

Yours very truly,

J. D. Walker,
Division Engineer.

By C. W. Tandy
C. W. Tandy,
Div. Office Engineer.

AM

RECEIVED
OCT 16 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 6-50 42206

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1952

SUBJECT: Complaint of Mr. Joe Schaefer of Mt. Angel, Oregon

To Mr. J. D. Walker
Division Engineer
State Highway Building
Salem, Oregon

RECEIVED
52 OCT [illegible]
[illegible]

Dear Sir:

This is in reply to your letter of October 8 regarding the complaint of Joe Schaefer, Mt. Angel, concerning his driveway on the Woodburn - Mt. Angel Highway.

This drive was considered a field approach and as such was not appreciably improved nor paved. However the maintenance crew will make the necessary improvements in the near future.

I have contacted Mr. Schaefer and he is satisfied with the arrangements made.

Very truly yours,

Maurice N. Juve

Maurice N. Juve
Resident Engineer

ASSIGNMENT

No. 3743
By

er 6, 1952

escription: **Letter of October 3 by Joe Schaefer of Mt. Angel regarding his driveway, which he states was badly torn up during construction work and has not been fixed.**

Acknowledged by _____ Referred to __**Walker**_________

Investigate and report with recommendation
xxxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature
____

Assignment executed 10-16-52 Report received _________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Oct. 3. 1952

Oregon State Highway Department,

Dear Sir, To whom it may concern

Several months ago they started working on the highway past my place and when doing this they tore up my driveway pretty bad. I didn't mind this too much, but now that this highway is just about complete I would like to have this driveway of mine fixed up again. I believe as a tax payer I am entitled to this or at least a very good reason why not?

Yours truly
Joe Schafer
Rt 1 Box 98
Mt Angel Oregon

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
DIVISION ENGINEER

NOTED
W. C. WILLIAMS

RECEIVED
OCT 6 1952
OREGON
STATE HIGHWAY COMMISSION

K

Form E-1

S-227(2)
3700

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1952

Section Woodburn - Mt. Angel	Kind of work Grading and Paving
Highway Hillsboro - Silverton	Section prefix 124 - 1051
Contractor Warren Northwest Inc.	Contract number 3700
Date of contract April 22, 1952	Date of completion October 30, 1952
Date work started May 1, 1952	Estimated date of completion October 30, 1952
Amount of contract $ 207,386.50	Per cent of time elapsed 86.5 %

Estimated cost of completed project, exclusive of engineering $ 223,720.39

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 10,127.00, 4.9 %   Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed placing the shoulder material Thursday.

NOTED

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed Maurice N. Jones

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.26	6.26			6.26
Miles partially completed					
Miles completed	6.26	6.26			6.26
Total estimated quantities	22,500	32,500			13,700 Tons
Estimated quantities moved or placed to date	19,000	31,112			12,870.35 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		7			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 4, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear, Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form PR 2 (Revised 1946)

18 [illegible]

State Oregon

Federal Aid Secondary

Project No. S-227(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

S-227( )

37

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of November, 1951, a program, which was approved on the 15th day of January, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of April, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty-eight thousand and 00/100 dollars ($128,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 176, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2009+82 on Young Street at the easterly right-of-way line of the Pacific Highway East in Woodburn, and survey station 2427+80 at the northerly city limits of Mt. Angel, except stations 2166+93 to 2172+26, length 6.285 miles, in Marion County, being Oregon Federal Aid / Secondary project No. S-227(2), consisting of 6.285 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty-eight thousand and 00/100 dollars ($128,000.00), which does not exceed the authorized Federal pro rata share of two hundred twenty-eight thousand, one hundred twenty-five and 15/100 dollars ($228,125.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest:
/s/ E. B. Glaisyer
Secretary
(SEAL)

By /s/ Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
/s/ R. H. Baldock
State Highway Engineer

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ [illegible]. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-3

Oregon State Highway Department

Federal Aid Secondary
Project No. S-227 (2)

WOODBURN-MT. ANGEL SECTION OF THE

HILLSBORO-SILVERTON HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 25, 1952

Type Code 6201
Inside City of Woodburn (Sta. 2089+82 to 2101+10)

All Required		Clearing and Grubbing (02%)	$	$ 167.50
3	only	Removal of Catch Basins	25.00	75.00
2	cu. yds.	Structural Excavation, Unclassified	4.00	8.00
740	cu. yds.	General Excavation, Unclassified	0.60	444.00
0.21	mile	Finishing Roadbed and Slopes	400.00	84.00
40	lin. ft.	Salvaging Culvert Pipe	1.90	76.00
2	only	Concrete Catch Basins	75.00	150.00
600	cu. yds.	3-inch-0 Material in Base	2.25	1,350.00
400	cu. yds.	3/4"-0 Material in Base and Shoulders	3.00	1,200.00
20	M-gals.	Sprinkling	2.50	50.00
2	tons	RS-2 Emulsified Asphalt in Binder Course and Tack Coat	40.00	80.00
430	tons	Class "B" Asphaltic Concrete	5.95	2,558.50
5	tons	RS-2 Emulsified Asphalt in Seal Coat	40.00	200.00
20	cu. yds.	Aggregate in Seal Coat	5.00	100.00
		Subtotal		$6,543.00
		10% Engr. & Cont.		654.30
		Total		$7,197.30

Length of Roadway 0.214 mile
Cost per mile $33,632.24

Type Code 6201
Outside City (Sta. 2101+10 to 2427+80)

All Required		Clearing and Grubbing (98%)	$	$ 8,207.50
148	cu. yds.	Structural Excavation, Unclassified	4.00	592.00
21,760	cu. yds.	General Excavation, Unclassified	0.60	13,056.00
18,700	yd. mis.	Truck Haul	0.25	4,675.00
6.05	miles	Finishing Roadbed and Slopes	400.00	2,420.00
2,000	lin. ft.	Rounding Cutbanks	0.20	400.00
10	lin. ft.	15-inch Corrugated Metal Pipe	3.50	35.00
10	lin. ft.	18-inch Corrugated Metal Pipe	4.25	42.50
40	lin. ft.	24-inch Corrugated Metal Pipe	6.00	240.00
1,170	lin. ft.	12-inch Concrete Pipe	1.75	2,047.50
15	lin. ft.	15-inch Concrete Pipe	2.50	37.50
20	lin. ft.	18-inch Concrete Pipe	3.75	75.00
10	lin. ft.	24-inch Concrete Pipe	5.00	50.00
50	lin. ft.	30-inch Concrete Pipe	7.50	375.00

15	lin. ft.	36-inch Concrete Pipe	$ 10.00	$ 150.00
1,060	lin. ft.	Salvaging Culvert Pipe	1.90	2,014.00
19,900	cu. yds.	3"-0 Material in Base	2.25	44,775.00
11,600	cu. yds.	3/4"-0 Material in Base and Shoulders	3.00	34,800.00
750	M-gals.	Sprinkling	2.50	1,875.00
38	tons	RS-2 Emulsified Asphalt in Binder Course and Tack Coat	40.00	1,520.00
13,270	tons	Class"B" Asphaltic Concrete	5.95	78,956.50
65	tons	RS-2 Emulsified Asphalt in Seal Coat	40.00	2,600.00
380	cu. yds.	Aggregate in Seal Coat	5.00	1,900.00
		Subtotal		$200,843.50
		10% Engr. & Cont.		20,084.35
		Total		$220,927.85

Length of Roadway	6.071 miles
Length of Bridge	0.101 mile (Exception)
Total Length	6.172 miles
Cost per mile, Roadway	$36,390.68

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City	$ 7,197.30	$ 4,038.00	$ 3,159.30
Outside City	220,927.85	123,962.00	96,965.85
	$228,125.15	$128,000.00	$100,125.15

State Funds for Construction: Chapter 175, laws 1917: Chapter 31, laws 1920: Chapter 529, laws 1939.

State Funds for Maintenanse: Chapter 529, laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 12, 1952 request for approval of individual project program change, relative Item 169, Project S-115(1), F.A. Rt. 3 at Woodburn to Mt. Angel was approved effective March 26, 1952.

The item will appear on the Postwar Federal-aid Secondary Highway Program as follows:

Item	169
County	Marion
Project No.	S-227(2)
FAS Route No.	102
State Route	SH 140
Termini	FA Rt 3 at Woodburn to Mt. Angel
Estimated Project Cost:	
Total	$220,000
Federal	136,000
State	84,000
Length	6.37 mile
Character of work	Grading, draining, 2-lane high type pavement

Very truly yours,

C G Polk
C. G. Polk
District Engineer

NOTED
[illegible]

RECEIVED
APR 8 1952
OFFICE OF
STATE HIGHWAY ENGINEER

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 12, 1952 request for approval of individual project program change, relative Item 169, Project S-115(1), F.A. Rt. 3 at Woodburn to Mt. Angel was approved effective March 26, 1952.

The item will appear on the Postwar Federal-aid Secondary Highway Program as follows:

Item	169
County	Marion
Project No.	S-227(2)
FAS Route No.	102
State Route	SH 140
Termini	FA Rt 3 at Woodburn to Mt. Angel
Estimated Project Cost:	
Total	$220,000
Federal	136,000
State	84,000
Length	6.37 mile
Character of work	Grading, draining, 2-lane high type pavement

Very truly yours,

C. G. Polk
District Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-227 (2)

WOODBURN-MT. ANGEL SECTION OF THE
HILLSBORO-SILVERTON HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 25, 1952

Type Code 6201
Inside City of Woodburn (Sta. 2089+82 to 2101+10)

All Required		Clearing and Grubbing (02%)		$ 140.00
3	only	Removal of Catch Basins	$ 30.00	90.00
2	cu. yds.	Structural Excavation, Unclassified	3.00	6.00
740	cu. yds.	General Excavation, Unclassified	.50	370.00
0.21	mile	Finishing Roadbed and Slopes	500.00	105.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
2	only	Concrete Catch Basins	85.00	170.00
600	cu. yds.	3" - 0 Material in Base	1.50	900.00
400	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.60	1,040.00
20	M-gals.	Sprinkling	3.00	60.00
2	tons	RS-2 Emulsified Asphalt in Binder Course and Tack Coat	42.00	84.00
430	tons	Class "B" Asphaltic Concrete	6.25	2,687.50
5	tons	RS-2 Emulsified Asphalt in Seal Coat	42.00	210.00
20	cu. yds.	Aggregate in Seal Coat	5.00	100.00
			Subtotal	$6,042.50
			10% Engr. & Cont.	604.25
			Total	$6,646.75

Length of Roadway	0.214 mile
Cost per Mile	$31,059.57

Type Code 6201
Outside City (Sta. 2101+10 to 2427+80)

All Required		Clearing and Grubbing (98%)		$ 6,860.00
148	cu. yds.	Structural Excavation, Unclassified	$ 3.00	444.00
21,760	cu. yds.	General Excavation, Unclassified	.50	10,880.00
18,700	yd. mi.	Truck Haul	.20	3,740.00
6.05	miles	Finishing Roadbed and Slopes	500.00	3,025.00
2,000	lin. ft.	Rounding Cutbanks	.20	400.00
10	lin. ft.	15-inch Corrugated Metal Pipe	3.00	30.00

10	lin. ft.	18-inch Corrugated Metal Pipe	$ 4.00	$ 40.00
40	lin. ft.	24-inch Corrugated Metal Pipe	5.00	200.00
1,170	lin. ft.	12-inch Concrete Pipe	2.50	2,925.00
15	lin. ft.	15-inch Concrete Pipe	3.00	45.00
20	lin. ft.	18-inch Concrete Pipe	3.50	70.00
10	lin. ft.	24-inch Concrete Pipe	4.50	45.00
50	lin. ft.	30-inch Concrete Pipe	6.50	325.00
15	lin. ft.	36-inch Concrete Pipe	10.00	150.00
1,060	lin. ft.	Salvaging Culvert Pipe	2.00	2,120.00
19,900	cu. yds.	3" - 0 Material in Base	1.50	29,850.00
11,600	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.60	30,160.00
750	M-gal.	Sprinkling	3.00	2,250.00
38	tons	RS-2 Emulsified Asphalt in Binder Course and Tack Coat	42.00	1,596.00
13,270	tons	Class "B" Asphaltic Concrete	6.25	82,937.50
65	tons	RS-2 Emulsified Asphalt in Seal Coat	42.00	2,730.00
380	cu. yds.	Aggregate in Seal Coat	5.00	1,900.00
			Subtotal	$182,722.50
			10% Engr. & Cont.	18,272.25
			Total	$200,994.75

Length of Roadway	6071	~~6.052 miles~~
Length of Bridge		0.101 mile (Exception)
Total Length	6.172	~~6.153~~ miles
Cost per mile, Roadway		~~$33,211.29~~ 33,107.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City	$ 6,646.75	$ 4,097.00	$ 2,549.75
Outside City	200,994.75	123,903.00	77,091.75
	$207,641.50	$128,000.00	$79,641.50

10	lin. ft.	18-inch Corrugated Metal Pipe	$ 4.00	$ 40.00
40	lin. ft.	24-inch Corrugated Metal Pipe	5.00	200.00
1,170	lin. ft.	12-inch Concrete Pipe	2.50	2,925.00
15	lin. ft.	15-inch Concrete Pipe	3.00	45.00
20	lin. ft.	18-inch Concrete Pipe	3.50	70.00
10	lin. ft.	24-inch Concrete Pipe	4.50	45.00
50	lin. ft.	30-inch Concrete Pipe	6.50	325.00
15	lin. ft.	36-inch Concrete Pipe	10.00	150.00
1,060	lin. ft.	Salvaging Culvert Pipe	2.00	2,120.00
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11,600	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.60	30,160.00
750	M-gal.	Sprinkling	3.00	2,250.00
38	tons	RS-2 Emulsified Asphalt in Binder Course and Tack Coat	42.00	1,596.00
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65	tons	RS-2 Emulsified Asphalt in Seal Coat	42.00	2,730.00
380	cu. yds.	Aggregate in Seal Coat	5.00	1,900.00
			Subtotal	$182,722.50
			10% Engr. & Cont.	18,272.25
			Total	$200,994.75

Length of Roadway	6.071 miles
Length of Bridge	0.101 mile (Exception)
Total Length	6.172 miles
Cost per mile, Roadway	$33,107.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City	$ 6,646.75	$ 4,097.00	$ 2,549.75
Outside City	200,994.75	123,903.00	77,091.75
	$207,641.50	$128,000.00	$79,641.50

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

March 12, 1952
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

NTY Marion

Tenth Supplement

Route No. FAS-601

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	169	S-227 (2)	F.A. Rt. 3 at Woodburn through Mt. Angel	Survey-Plans					Gr., Pr., 2-lane high type pavement
				Right-of-Way					
				Construction	200,000	124,000	76,000		
				TOTAL	200,000	124,000	76,000	7.15	
QUESTED REVISION	169	S-227 (2)	F.A. Rt. 3 at Woodburn to Mt. Angel	Survey-Plans					Gr., Pr., 2-lane high type pavement
				Right-of-Way					
				Construction	220,000	136,000	84,000		
				TOTAL	220,000	136,000	84,000	6.37	

Program Balance of ______________________ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date March 14, 1952

By Asst (State Highway Engineer)

ecommended for Approval: ______________ (District Engineer) ______ (Date)

Reason for change: Later and more complete survey data developed the project cost higher than originally contemplated. Project has been shortened accordingly to stay within approximate programmed amount.

Recommended: ______________ (Division Engineer) ______ (Date)

Approved: ______________ (Acting Commissioner) ______ (Date)

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C G Park
(District Engineer)

FROM: R H Baldock
(State Highway Engineer)

Mar 195
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)
Tenth Supplement

(Date of approval)

NTY Marion

Route No. FAS 601

	ITEM No.	PROJECT No.	TERMINI	Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
					PROJECT COST				
ITEM AS NOW PROGRAMED	169	S-227(2)	F.A. Rt. 3 at Woodburn through Mt Angel	Survey-Plans					Gr. Dr. 2-lane high type Pavement
				Right-of-Way					
				Construction	200 000	124000	76000		
				TOTAL	200000	124000	76000	735	
UESTED REVISION	169	S-227(2)	F.A. Rt. 3 at Woodburn to Mt Angel	Survey-Plans					Gr. Dr. 2-lane high type Pavement
				Right-of-Way					
				Construction	220,000	136000	84,000		
				TOTAL	220000	136000	84000	6.37	

Program Balance of ____ funds subsequent to approval of this and previously recommended changes is $____

Program Revision Request

Date Mar, 195

By ____ (State Highway Engineer)

ecommended for Approval: ____ (District Engineer) ____ (Date)

Reason for change: Later and more complete survey data developed the project cost higher than originally contemplated. Project has been shortened accordingly to stay within approximate programmed amount

Recommended: ____ (Division Engineer) ____ (Date)

Approved: ____ (Acting Commissioner) ____ (Date)

RECEIVED
FOR FILING

X227(2)

3700

3456

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1952

124-1051

SUBJECT:

To:

Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

NOTED
W. C. WILLIAMS

Dear Sir:

We have a report from Mr. Juve on your Assignment No. 3456. Mr. Juve states that the Hammer approach has been constructed to the satisfaction of Mr. Hammer.

Yours very truly,

L. H. Warfield
L. H. Warfield,
Assistant Division Engineer.

LHW:AM

REC
STATE

June 12, 1952

ASSIGNMENT

No. 3457
By WC

Description: **Letter of 6-5-52 by E. A. Hammer regarding pipe removed in connection with construction work on Woodburn-Mt. Angel Section**

Acknowledged by _____ Referred to [illegible]

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed ______ Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Mt. Angel Ore.
6-5-1952

State Highway Department
Salem Ore.

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

Re: to the construction work on Woodburn-Mt. Angel Section road. I find one hundred feet of drain tile under driveway and parking has been removed by the construction gang, whereas they are replacing only 48 ft. in the same space. This would leave us isolated from access to mail box, milk truck etc., besides setting up a safety hazard.

Would you kindly advise me or do something to correct this condition. Gratefully yours

E. A. Hammel

(location $\frac{3}{4}$ mi. north of Mt. Angel)

RECEIVED
JUN 16 1952
FOR FILING

COPY

Indexed
Alphabetically

Hammer, E. A.

Mt. Angel, Ore.
6-5-1952

NOTED
W. C. WILLIAMS

State Highway Department
Salem, Ore.

Gentlemen:

Re: to the construction work on Woodburn-Mt. Angel Section road. I find one hundred feet of drain tile under driveway and parking has been removed by the construction gang, whereas they are replacing only 48 ft. in the same space. This would leave us isolated from access to mail box, milk truck, etc., besides setting up a safety hazard.

Would you kindly advise me or do something to correct this condition.

Gratefully yours,

(Sgd.) E. A. Hammer

(location 3/4 mi. north of Mt. Angel)

COPY

RECEIVED
MAY 15 1952
FOR FILING

May 14, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, four fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3688, for paving on the Marion and Summer Streets Section in Salem, awarded April 21, 1952.

Contract No. 3699, for paving on the Silverton (McClaine St. & W. Main St.) City Streets Section, awarded April 22, 1952.

Contract No. 3700, covering the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County, awarded April 22, 1952.

Contract No. 3705, covering the Forest Grove (19th Ave. & Elm St.) and Cornelius ("W" St. N.) Sections in Washington County, awarded April 22, 1952.

These contracts are for your records and files.

We are also sending executed copies of the above contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded 5/14

RECEIVED
MAY 12 1952
FOR FILING

[illegible]

3700

May 6, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 1, 1952 on Contract No. 3700, Woodburn-Mt. Angel Section, in connection with Federal Aid Project No. S-227 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DRP:cw

RECEIVED
MAY 9 1952
FOR FILING

[illegible]

[illegible]

3352

April 30, 1952

Mr. John T. Bauman, Manager
Mt. Angel Telephone Company
Mt. Angel, Oregon

Dear Sir:

In reply to your letter of April 28 regarding the moving of your telephone poles on the Woodburn-Mt. Angel Section, I wish to advise that our engineer will contact you in the next few days to advise you of the poles that must be moved.

We appreciate your fine cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. J. D. Walker

WCW: bl

Mr. Walker: Please follow up.

Date: A[illegible]IGNMENT
April 30, 1952

No. 3[illegible]
By [illegible]

Description:

Letter of April 28 by Mr. Bauman of Mt. Angel Telephone Company regarding ~~xx~~ moving of telephone poles that may be necessary in connection with improvement of Silverton-Hillsboro improvement

Acknowledged by - - - - - Referred to - Smith - - - - - - - - -

Investigate and report with recommendation
xxx/~~Investigation~~, such action as necessary, and report
~~ccccccccccc~~ Comment or recommendation
Return with rough draft of reply
Please prepare for - - - - - - - - - - - - - - - - - signature
- -

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 4-30-52 Report received - - - - - - - - -
me

Remarks:

MT. ANGEL TELEPHONE CO.
INCORPORATED 1910

EMMA ESSER, PRESIDENT
JOHN T. BAUMAN, SEC.-MGR.

MT. ANGEL, OREGON

April 28, 1952.

PLEASE RETURN TO
W. C. WILLIAMS

Mr. W. C. Williams,
Assistant State Hiway Engineer,
Salem, Oregon.

Dear Mr. Williams:

Wish to thank the Commission for letting contract to improve Silverton-Hillsboro Hiway 214.

NOTED
W. C. WILLIAMS

We understand that we will have to move some of our telephone poles, which are located on the east side of the road.

Kindly let us know as soon as possible where this will be necessary, so we do not delay the improvement.

Thank you.

Respectfully submitted,

Mt. Angel Telephone Co.,
By John T. Bauman
John T. Bauman, Manager.

RECEIVED
APR 29 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1952
FOR FILING

April 25, 1952

Warren Northwest Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3700 for grading and paving the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway between Woodburn and Silverton in Marion County. This award was based on your low bid of $207,386.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, EIAC

Enclosure

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 22, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-227(2), Woodburn-Mt. Angel Section of the Hillsboro-Silverton Highway, to Warren Northwest, Inc., Portland, Oregon, low bidder in the amount of $207,386.50 at the April 22, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

200

S-227

April 18, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon Project S-227(2), Woodburn-Mt. Angel Section of the Hillsboro-Silverton Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

Copy with enclosures to Mr. Parkert 4-21-52.

CEIVED
[illegible] 1952
FOR FILING

April 15, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Replying to your letter of April 11 relative to Oregon Project S-227 (2), Woodburn-Mt. Angel Section of the Hillsboro-Silverton Highway, we do not deem it advisable to acquire the buildings mentioned in your letter by reason of their excessive costs.

The building that exists within the triangular area is off the right of way, occupies private property, does not interfere with sight distance on the highway, and we see no reason to force its removal.

The two buildings on the inside of the curve, which are a cafe and garage, are likewise off the right of way. These buildings do, to some extent, obstruct the sight distance but it is not considered serious. We would have to make a very material change in the highway alignment to pass in the rear of the buildings. The other alternative would be to buy out the establishments, neither of which we think is justified. We have already exceeded moneys appropriated for this project and feel that the design as now prepared, which includes a 20-foot pavement with 6-foot shoulders, is adequate.

We respectfully request your consideration and approval of plans without need of disturbing the buildings mentioned above.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me lg

cc Mr. W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

April 11, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Division office advises that P. S. & E. papers for Oregon Project S-227(2), Woodburn-Mt. Angel Section of the Hillsboro-Silverton Highway are to be held without action pending receipt of comments relative to the following existing conditions.

Plan Sheet 9 indicates that a building exists within the triangular area bounded by the four-way highway intersection near station 2287. There is no reference on the plans or special provisions concerning its disposal.

The two buildings on the inside of the curve at this location will, unless they are insufficiently tall, considerably obstruct the view even after the proposed grade raise.

Please furnish your comments on the above as soon as possible in order that the project can be cleared before bid opening.

Very truly yours,

[illegible]
W. C. Williams

C G Polk
C. G. Polk
District Engineer

RECEIVED
APR 14 1952
DIVISION ENGINEER
DIVISION NO. 2

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FOR FILING

[illegible]

[illegible]

FAS-NRS-227

Salem, Oregon
April 8, 1952

Mr. E. A. Collier
Maintenance Engineer

To meet federal-aid requirements, it is necessary to install narrow bridge warning signs at narrow bridges within the limits of projects scheduled for construction at the following locations:

1. On the Woodburn-Mt. Angel Section of the Newberg-Silverton Highway in Marion County. ✓

2. On the Bakeoven Grade Section of FAS Highway No. 312 (county road) in Wasco County.

3. On the Lena-Nye Section of the Oregon-Washington Highway in Morrow and Umatilla Counties.

If adequate signs are not already in place, please have such signs installed before construction on the projects is completed.

W. C. Williams
Assistant State Highway Engineer

SHP:gs

cc: W. O. Widdows
J. D. Walker
E. F. Chidsey

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FOR FILING

Files

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S 227(2)

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. and E. documents for Oregon Project S-227(2), Woodburn-Mt. Angel Section of the Hillsboro-Silverton Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please forward the usual copies of an encroachment resolution by the city council of Woodburn.

Yours very truly,

C G Polk
C. G. Polk
District Engineer

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~[illegible]~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

April 4, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project FAS-NRS 227 between Newberg and Silverton in Marion and Yamhill Counties is approved today subject to the following conditions:

1. That the railroad grade crossings within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.
2. That adequate signs and protective devices be installed warningof the narrow bridges on the route until such time as new bridges are constructed.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

W. C. WILLIA

RECEIVED
APR 7 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1952
FOR FILING

April 4, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your comments as to a hazard on curves at Stations 2207 and 2287, Project S-227(2), Woodburn-Mt. Angel Section. An inspection, both on the ground and of the plans, indicates that, at not too great expense, grade line adjustments can be made to increase sight distance at both curves and thus reduce the hazard.

At Station 2207, we believe we can raise the existing grade about five feet at Station 2206+50 and lower the grade about four feet at Station 2209+50. This will give a satisfactory grade line with adequate sight distance for this location.

At Station 2287, we cannot raise the grade line at the low point by reason of restriction of right of way and buildings immediately adjacent thereto. We can, however, improve this sight distance to some extent by lowering the grade line about four feet at Station 2291, which will considerably improve conditions.

We will make changes along the lines suggested above, insofar as we find practicable, during construction, and on this basis we would appreciate your approval of the P. S. and E.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:bl

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

April 4, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have reviewed the plans for Project S-227(2), Woodburn-Mt. Angel Section and despite the inferior alignment, irregular grade line and substandard sight distances provided, we are prepared to recommend approval of the P. S. and E. after receiving your comments on the following.

Considerable hazard to traffic exists on the curves at stations 2207 and 2287. We believe this condition will be accentuated following improvement with a smooth asphaltic concrete surface. This hazard results from a combination of factors including (1) sharp curvature; (2) grade line dips; (3) short sight distances; and (4) existence of approach roads which, for south bound traffic particularly, have the appearance of being the main road.

Since flattening of the curves to eliminate the hazard is impractical, we suggest consideration be given to grade line adjustments which will provide adequate vertical sight distances at the end of each of the two curves.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]
STATE [illegible] COMMISSION

325-1702 Ione (Spring St.) Grading 1952
and Oil Mat Surfacing Proj.

#3701

RECEIVED
OCT 8 - 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 3, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
[illegible] 3701	2-3 Final	Leslie Harris	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
18015	R-50606	$ 833.37	10/2/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wiklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1952

Time Extensions: None

Completion Date: Aug. 11, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-6-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT [illegible]
A A Wiklander

NOTED ON CARD

RECEIVED
1952
FOR FILING

[illegible]

3701

September 10, 1952

General Casualty Co. of America
J.C. Finlay General Insurance Agency
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3701 for work performed on the Ione (Spring St.) City Street Section, Morrow County, was completed by the contractor, Leslie Harris, on August 11 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $833.37 will be released to the contractor on or after September 20, 1952. The total contract amount is $5,952.77, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

9-10-52 gl

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1952

Section Ione (Spring Street)

Kind of work Grading & Oil Mat Surfacing

Highway City Street

Section prefix 325-1702

Contractor Leslie Harris

Contract number 3701

Date of contract April 22, 1952

Date of completion Sept. 15, 1952

Date work started July 16, 1952

Estimated date of completion Aug. 15, 1952

Amount of contract $ 5,858.00

Per cent of time elapsed 74 %

Estimated cost of completed project, exclusive of engineering $ 5,858.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date $ 500.00, 89 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has this project completed except for final blade work of touching up shoulders and brooming the oil mat.

The project is considered a satisfactory job and the officials of the City of Ione are very well pleased with the results.

NOTED
SMITH

RECEIVED
AUG 12 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed John A Walker Resident Engineer

Address Boardman, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21	0.21		0.21	
Miles partially completed	0.21	0.21		0.21	
Miles completed	0.21	0.21		0.21	
Total estimated quantities	900	1,039		207	
Estimated quantities moved or placed to date	900	1,039		207	
Average daily quantities	-	-		100	
Average daily quantities necessary to complete project on time	-	-		-	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				7	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1........, Rollers ......2..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 1 Loader........, 4 trucks......, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	Slightly Cloudy & Sultry	
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

State Printing 53382

RECEIVED
[illegible] 1952
FOR FILING

3701.

May 29,1952

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on April 22, 1952, as follows:

Contract No. 3693, for reoiling on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway in Baker County.

Contract No. 3701, for grading and surfacing on the Ione (Spring Street) Section in Morrow County.

We are also sending executed copies of the above contracts to the surety on your bonds.

Very truly yours

ORGEON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
FOR FILING

3-1-17[illegible]
3401

April 2[illegible], 1952

George N. Ely, City Recorder
City Hall
Ione, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Ione covering the improvement of Spring Street from Main Street to southerly city limits, a distance of approximately 0.26 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING

April 25, 1952

Mr. Leslie Harris
805 S. E. Court Avenue
Pendleton, Oregon

Dear Mr. Harris:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3701 for grading, surfacing and oiling on the Ione (Spring Street) Grading and Oil MatSurfacing Project in Morrow County. This award was based on your low bid of $5,858 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

9-27-51

[illegible]

Preliminary Estimate

Spring Street from Main Street to southwest city limits, a distance of approximately 0.23 mile.

[illegible], place [illegible] base [illegible] 20' in width.

Item	Quantity		Unit Price	Total
Embankment	1000	cu. yd.	$ 1.50	$ 1,500.00
Preparation of base	0.23	mile	100.00	23.00
3 -0 in. base	700	cu. yd.	3.50	2,450.00
3 4 -- in base	[illegible]	cu. yd.	[illegible]	[illegible],3[illegible].00
[illegible]	18	gal.	3.00	54.00
Furnish & place aggregate	[illegible]	cu. yd.	[illegible]	9[illegible].00
Furnish & place 150-200	[illegible]	tons	70.00	1,100.00

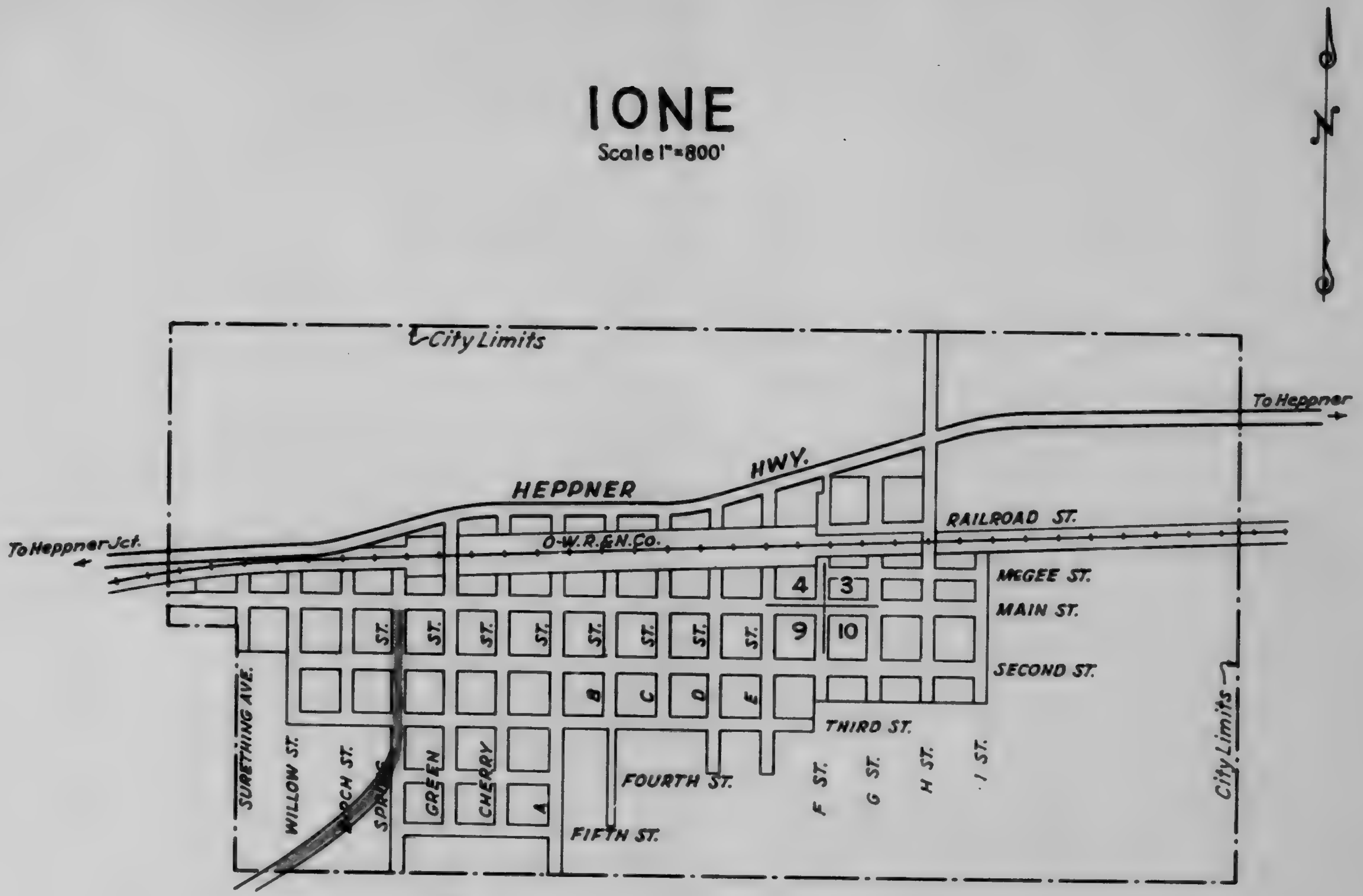
Preliminary Estimate of Construction	$ 7,6[illegible].00
12-1/2% Engineering & Contingencies	[illegible]
Preliminary Engineering	300.00
	8,8[illegible]4.00

Total Estimate: $9,000.00

SCA:[illegible]
9.27.51

IONE

Scale 1"=800'



Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

5-2-51

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Ione Oregon is an incorporated city of the State of Oregon, and has a population of 258, as given by the latest official census, and

NOTED
Harold C. Ayers

Form cc-50

WHEREAS, the following streets of said city, Ione Oregon
Commencing at Intersection Spring and Main Streets, South on Spring Street to
City Limits, a distance of about ¼ (one fourth) mile, and Third Street
commencing at intersection of Spring Street East to " A " Street a distance
of Three Blocks.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Commencing at Intersection of Spring and Main Streets, South on Spring Street to
City Limits, a distance of about ¼ (one fourth) mile ,and Third Street
Commencing at Intersection of Spring Street, East to "A" street, a distance
of Three Blocks.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Ione Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate ____________________________ as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of May, 1951.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Ione Oregon at a regular or special meeting of said council, held on the 2nd day of May, 1951, and the above copy is a true and correct copy of the original and of the whole thereof.

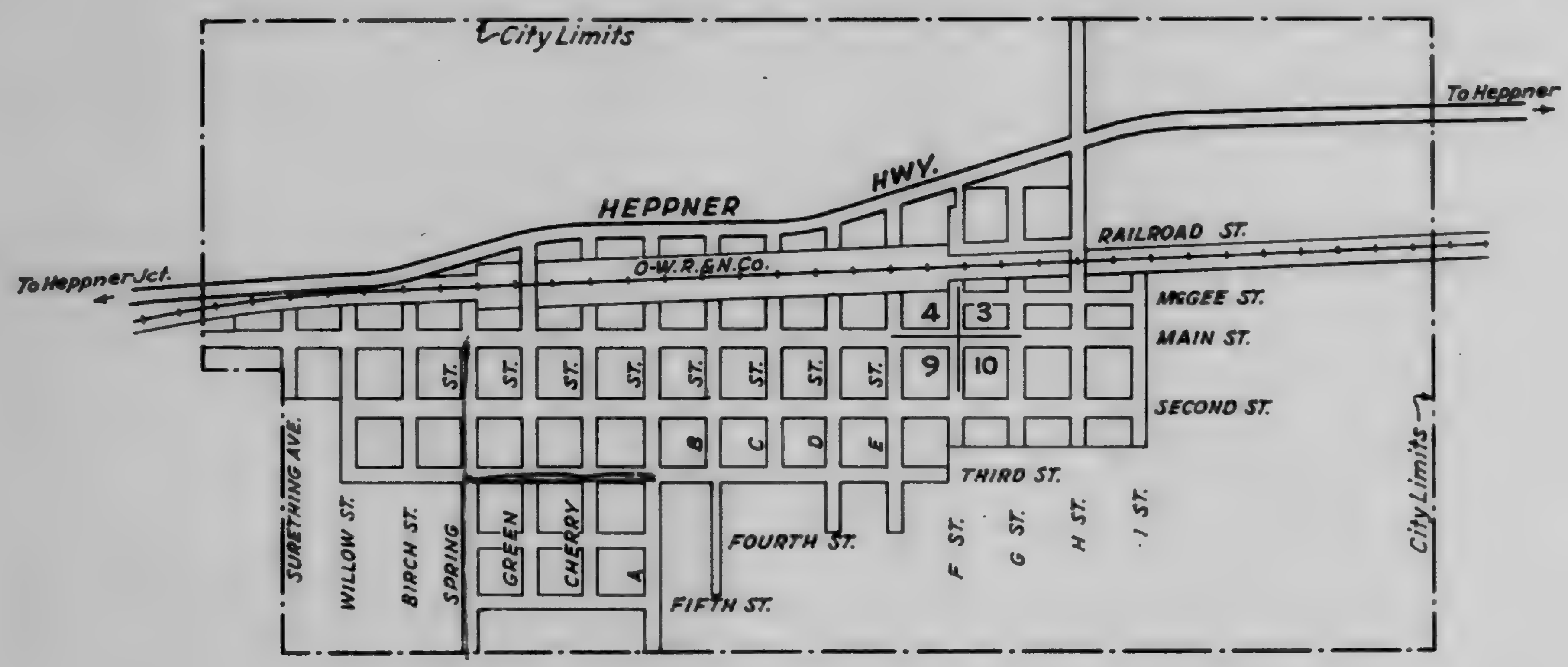
Dated this 2nd day of May, 1951.

M. Ely

City Recorder

IONE

Scale 1"=800'



30-3328 Emigrant Springs Park 1952
Camping Area.

#3722

RECEIVED
OCT 28 1954
FOR FILING

36 - 5355
3702

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3702	8-final	[illegible] Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21336	8-106526	$ 2,765.09	10/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952
Time Extensions: to Aug. 15, 1953
Completion Date: Aug. 15, 1953
Date Accepted: Sep. 24, 1953
Penalties: None of record
Claims: None of record
Remarks:

Held until Oct. 22, 1954 for Surety notice expiration

Date: 10-21-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 22 1954

NOTED ON CARD
10-22-54

RECEIVED
OCT 13 1954
FOR FILING

October 12, 1954

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3702 for constructing Emigrant Springs Park Camping Area in Umatilla County was completed by the contractor, Bechtel Bros., on August 15 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $2,765.09 will be released to the contractor on or after October 22, 1954. The total contract amount is $34,802.53 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD

10-12-54

RECEIVED
OCT 16 1953
FOR FILING

October 15, 1953

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from November 15, 1952 to August 15, 1953 within which to complete your contract No. 3702, for constructing Emigrant Springs Park Camping Area on the Old Oregon Trail in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

[illegible]

cc: A. F. Parson,
Division Engineer

Carl A. Peterson,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
SEP 22 1953
FOR FILING

[illegible]

September 21, 1953

Oregon State Highway Commission

Request for extension of time
No. 20
September 24-25 meeting.

Gentlemen:

Re: Emigrant Springs Park Camping
Area, Contract 3702
Bechtel Brothers, Contractor

Herewith request for an extension of time to August 15, 1953, to cover the completion of the work on the Emigrant Springs Park Camping Area. Under the contract this project was to have been completed on August 31, 1952. The contract was previously extended to November 15, 1952.

We have had the use of the camping area. The completion of the work consisted in a very minor amount of cleaning up. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
OSP:gm

Form E-1—10M—11-51

30-3317

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 29, 1953

Section Emigrant Springs Camping

Kind of work Grading & Building

Highway Old Oregon Trail

Section prefix 30-3308

Contractor Bechtel Bros.

Contract number 3702

Date of contract April 22, 1952

Date of completion Aug. 30, 1952

Date work started May 22, 1952

Estimated date of completion June 10, 1953

Amount of contract $34,754.90

Per cent of time elapsed Over run %

Estimated cost of completed project, exclusive of engineering $34,702.90

Per cent of contract completed, based on total contract price %

Engineering cost to date $2450.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor retouched wood work with stain, on Utility Building.

Rehung doors, to fit.

Rebricked camp stoves, and made general clean up.

Contractor has made deal with Park care taker to wash windows, and clean up paint.

NOTED
H. G. SMITH

NOTED
FORREST

RECEIVED

NOTED
B. A. MARTIN

Signed

Address LaGrande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53382

RECEIVED
FOR FILING
[illegible]

ROY BECHTEL CLARENCE BECHTEL

Elgin, Ore.
May 19, 1953

NOTED
W. C. WILLIAMS

Mr. A. F. Parson
Division Engineer
La Grande, Ore.

Dear Sir:

I am in receipt of your letter of May 18, 1953 on contract No. 3702 Emigrant Springs Park Camping area, stating that I had been notified both verbally and by letter in regards to completing project.

On Friday May 15, 1953 I contacted Mr. M. A. Cameron whom I told that I would have a crew of men on the job Monday morning May 18, 1953, to complete job, which I did, and you can be assured that job will by June 1, 1953.

Very Truly Yours
Roy Bechtel
Bechtel Bros.

RDB/FB
cc-W. C. Williams
G. S. Paxson
C. H. Armstrong
M. A. Cameron

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

20-3308

3702

La Grande, Oregon
May 18, 1953

Bechtel Bros.
Elgin, Oregon

Contract No. 3702
Emigrant Springs Park Camping Area

NOTED
W. C. WILLIAMS

Dear Sirs:

Your attention is called to the completion date, August 31, 1952, on the above contract.

At this date there are still quite a few items to be completed before the contract is acceptable and before it is ready for use.

Some of items to be done are as follows:
1. Firebricks in stoves to be mortared.
2. Grates on stoves to install.
3. Septic Tanks to be filled around.
4. Debris to be burned.
5. Area to be cleaned up.

The opening of this area to the public is being held up pending the completion of your contract work.

You have been notified, both verbally and by letter, a number of times to complete project. Each time you promise to complete job but nothing comes of it.

May we be assured that unfinished work will be completed before the 1st of June 1953?

Very truly yours,

A. F. Parson
Division Engineer

AFP:gb
cc - W. C. Williams
G. S. Paxson
C. H. Armstrong
M. A. Cameron

Form E-1—10M—11-51

[illegible]-3308

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 12, 1952

Section Emigrant Springs Camping Area

Kind of work Grading & Building

Highway Old Oregon Trail

Section prefix 30-3308

Contractor Bechtel Bros.

Contract number 3702

Date of contract April 22, 1952

Date of completion Aug. 30, 1952

Date work started May 22, 1952

Estimated date of completion Nov. 15, 1952

Amount of contract $ 34,754.90

Per cent of time elapsed Over run %

Estimated cost of completed project, exclusive of engineering $ 34,702.90

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2390.64, 80 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor burned brush and refuse

This will be the last weekly report untill we make the final inspection next spring.

RECEIVED
DEC 15 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. G. SMITH

Signed

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities.					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53323

RECEIVED

FOR FILING

30-3305

3702

November 6, 1952

Bechtel Bros.
Elgin
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 76 days, from August 31 to and including November 15, 1952, within which to complete your contract No. 3702 covering the Emigrant Springs Park Camping Area on the Old Oregon Trail in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

O. R. Kennen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

10-6-52

RECEIVED
OCT
FOR FILING
[illegible]
[illegible]

October 13, 1952

State Highway Commission

Request for extension of time
No. 6
October 20-21 meeting.

Gentlemen:

Re: Emigrant Springs Park Camping
Area, Contract 3752

We have a request for an extension of time, from August 31, 1952 to and including November 15, 1952, for the completion of the work on the camping facilities at the Emigrant Springs State Park, Bechtel Brothers, contractors.

Part of the work on this project consisted in transmission lines carrying electrical energy to the various camping spots. Because of the shortage of copper, delivery of this line material was delayed. It is recommended that the extension be granted without penalty to the contractor. This is a State project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
JU
FOR FILING

June 30, 1952

Bechtel Bros.
Elgin, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3702, which was awarded to you on April 22, 1952 by the State Highway Commission, covering Emigrant Springs Park Camping Area on the Old Oregon Trail in Umatilla County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
APR [illegible] 1952
FOR FILING

[illegible]

[illegible]

April 25, 1952

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3702 for construction of the Emigrant Springs Park Camping Area in Umatilla County. This award was based on your low bid of $34,754.90 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC
G. S. Paxson

Enclosure

31-3305 Union Rock Production Proj. 1952
on the Old Oregon Trail and Cove
Highway.
#3703

March 5th, 1953

FINAL COST ANALYSIS

Union Rock Production
Contract #3703

Old Oregon Trail & Cove Highways
Prefix 31-8305

Barney B. Helser, Contractor
C. D. Cannon, Resident Engineer

31-8305

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Gravel in SP	3,212.53	Cu. Yd.	$2.90	$2.81	$ 9,034.84	$ 9,316.34
½"-¼" " " " "	3,063.04	" "	2.90	2.81	8,614.79	8,882.82
¼"-#10 " " " "	1,255.11	" "	2.90	2.81	3,534.51	3,639.82
½"-#10 " " " "	1,042.59	" "	2.90	2.81	2,937.32	3,023.51
SP Screen Rejects in SP	331.83	" "	.25	.25	82.96	82.96
SP Haul Adj. in Favor of Contractor	812.89	Yd. Mi.	.12	.12	97.55	97.55
					$24,301.97	$25,043.00

Gross Revenue	$25,043.00
Total Cost	24,301.97
Net Profit	$ 741.03

Net Profit Equals 2.96% of Gross Revenue

Union Rock Production

Detail of Cost

Labor:

Supervision	$ 1,873.00	
Labor	9,657.35	
Labor Insurance	749.47	
		$12,279.82

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	$ 6,461.20	
Hired Trucks	1,759.44	
Gas, Oil & Grease	2,027.41	
P.L. & P.D. Insurance	134.13	
P.U.C.	41.43	
Small Tools & Misc. Supplies	370.00	
Freight & Cartage	490.72	
Bond	187.82	
Home Office & General Overhead	550.00	
		12,022.15

Total Cost $24,301.97

Union Rock Production

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up (Including Repairs)	8,573.27	Cu. Yd.	$ 3,558.72	$0.415
Drain Pit	"	" "	245.85	0.028
Load & Haul to Crusher	"	" "	3,812.26	0.444
Crushing	"	" "	9,904.51	1.155
Haul to Stockpile (Av. Haul - 3 Mi.)	"	" "	5,595.06	0.653
Stockpile	"	" "	1,005.06	0.117
				$2.812

Actual crushing time - 250 hours. Average production - 34.20 cu. yd. per hour.

Union Rock Production

Remarks:

This was a "State Project" for crushing and stockpiling 8,573.27 cubic yards of crushed gravel for maintenance. The contract was bid and awarded April 22nd, 1952. Work started August 8th, and was completed October 15th, 1952.

The contractor used the gravel pit designated by the State located 0.4 mile east of M.P. 20.7 on the Cove Secondary Highway.

Contractor moved in his equipment August 8th, but could not set up his plant until the pit had been drained of water. He started setting up plant August 14th. Considerable time was lost after setting up plant due to repairs on crusher and a motor that had to be repaired twice. On September 10th, production was started. On September 15th, two 8-hour shifts were started and were continued until contract was completed. The crushing plant ran without too many delays from breakdowns, and production was fair after plant started crushing. The average production was 34.29 cubic yards per hour operating time.

The labor cost was high due to delays in pumping out pit, repairing equipment and slow progress in setting up plant, but with good bid prices, personal supervision and fair production, the contractor realized a small profit.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Layton

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 7, 1953

(CONTRACT NO.) 31-[illegible]	(EST. NO.)	(CONTRACTOR)	
3703	3-final	Barney B. Halser	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24342	B-56938	$ 782.11	Jan. 7, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: None

Completion Date: Oct. 15, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-7-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
1-8-53-g

Warrant Mailed: JAN 8 1953
A. A. Wicklander

RECEIVED
FOR FILING

31-[illegible]

December 17, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3703 for Union Rock Production Project on the Old Oregon Trail and Cove Highways in Union County was completed by the contractor, Barney B. Helser, on October 15 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $782.11 will be released to the contractor on or after December 17, 1952. The total contract amount is $25,043.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

12-17-52

RECEIVED
FOR FILING

[illegible]

[illegible]

October 24, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Barney B. Helser in connection with contract No. 3703, covering the Union Rock Production Project on the Old Oregon Trail and Cove Highways in Union County.

This payment, in the amount of $7,861.39, will be made to the contractor on or after November 3, 1952. The retained percentage is $750.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

[illegible]

Form E-1

31-8305

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 1952

Section Union Rock Production

Highway Old Oregon Trail & Cove Sec.

Contractor Barney B. Helser

Date of contract April 22, 1952

Date work started August 14, 1952

Amount of contract $ 23,700

Kind of work Rock Production

Section prefix 31-8305

Contract number 3703

Date of completion October 31, 1952

Estimated date of completion October 15, 1952

Per cent of time elapsed 175/192 91 %

Estimated cost of completed project, exclusive of engineering $ 25,000.00

Per cent of contract completed, based on total contract price 105 %

Engineering cost to date $ 1,500.00, 6 %

Date project was completed October 15, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor Completed project October 15, 1952

Final Estimate submitted to Division Office October 17, 1952.

FINAL REPORT.

NOTED
H. G. SMITH

RECEIVED

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8200		
Estimated quantities moved or placed to date			8500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 2, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	FAIR ALL WEEK		Completed project October 15, 1952
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
JUN 10 1952
FOR FILING

June 10, 1952

Mr. Barney B. Helser
Lexington
Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3703, covering the Union Rock Production Project on the Old Oregon Trail and Cove Highway in Union County, awarded April 22, 1952.

Contract No. 3709, for rock production on the Wasco-Grass Valley Section of the Sherman Highway in Sherman County, awarded May 8, 1952.

We are also sending executed copies of these contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
[illegible] 1952
FOR FILING

3[illegible]
3703

April 25, 1952

Mr. Barney B. Helser
Lexington, Oregon

Dear Mr. Helser:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3703 for the Union Rock Production Project on the Old Oregon Trail and Cove Highways in Union County. This award was based on your low bid of $23,780 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending peeparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

S-1[illegible](1) [illegible]' reinforced concrete 1[illegible]2
viaduct over [illegible] Creek on
the Shaniko [illegible] near [illegible].
#2[illegible]

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 8, 1953

(CONTRACT NO.) 5-120(1)	(EST. NO.)	(CONTRACTOR)	
3704-	5-final	Va Dare Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24662	B-57266	$ 676.74	1/7/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: None

Completion Date: Sep. 30, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 12, 1953

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

RECEIVED
FOR FILING

3-190(1)

2[illegible]

December 16, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3704 covering construction of Bakeoven Creek Bridge on the Shaniko Road in Wasco County was completed by the contractor, VaDare Construction Company, on September 30, 1952 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $676.74 will be released to the contractor on or after December 26, 1952. The total contract amount is $19,225.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Note on card
G.L.

RECEIVED
FOR FILING

S-13061

November 18, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to VaDare Construction Company on contract No. 3704, covering Bakeoven Creek Bridge on the Shaniko Road in Wasco County.

This payment, in the amount of $2,487.14, will be released to the contractor on or after November 28, 1952. The retained percentage is $573.67.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

ORAGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-18-52

RECEIVED
MAY [illegible] 1952
FOR FILING

5-[illegible]

May 20, 1952

VaDare Construction Co.
1002 S. E. Rex
Portland 2, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3704, which was awarded to you on April 22, 1952 by the State Highway Commission, covering the Bakeoven Bridge on the Shaniko Road Highway in Wasco County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 5/[illegible]

RECEIVED
APR 25 1952
FOR FILING

8-12-(1)

3704

April 25, 1952

Va Dare Construction Company
1002 S. E. Rex Street
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3704 for construction of a 100' reinforced concrete viaduct over Bakeoven Creek on Shaniko Road near Maupin in Wasco County. This award was based on your low bid of $19,443 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC
G. S. Paxson

Enclosure

RECEIVED
1952
FOR FILING

S-120(1)

3704

April 23, 1952

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Wasco, a fully executed copy of a maintenance agreement between the State Highway Commission and Wasco County covering the proposed Bakeoven Grade Section, Oregon Project S-120(1), of FAS Highway 312 in Wasco County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

[illegible]

April 22, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-120(1), Bakeoven Creek Bridge on the Shaniko Road, to VaDare Construction Company of Portland, Oregon, low bidder in the amount of $19,443.00 at the April 22, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

April 21, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Project S-120(1), Bakeoven Creek
Bridge, Oregon Slough expansion
plate repair (State Project)

Dear Sir:

Concerning your recently submitted requests for controlled materials on the above mentioned projects, we have received the following memorandum from the Division Office dated April 18, 1952:

"Forms CMP-4C for the above two projects are being filed without action.

Your April 10 and 16 memoranda suggested the possibility of self-authorization for the Federal-aid project. Inasmuch as the limitation to 2 tons (which soon will be increased to 12 tons) applies to shapes only, not plates, we believe the Oregon Slough work also can be self-authorized, assuming that the project is independent of any other work requiring controlled materials.

Following is the form in which we have advised of the possibility of self-authorization:

'Since the project does not require the use of controlled materials in excess of the quantities listed in paragraph 2 of Table II of Revised CMP Regulation 6, and since it does not require the use of class 'B' products of a value exceeding $15,000, you may self-authorize your purchase orders for materials to be incorporated into the project, as provided by Section 21 of the above regulation.

'Such orders should be endorsed, 'Certified under Revised CMP Regulation No. 6' with the 'U-8' symbol, your signature and the date. For controlled materials orders the 'U-8' should be followed by an indication of the calendar quarter in which the materials are to be delivered, for example, 'U-8-3Q52', indicating the

Copy to Bridge Dept

third calendar quarter of 1952. For class 'B' products, of which steel culvert pipe is one, the 'U-8' should be preceded by the letters, 'DO', making the complete symbol 'DO-U-8'.'"

Very truly yours,

C. G. POLK
District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

CC - C. A. Gardner

RECEIVED
FOR FILING

S-130 (1)

3174

FAS 130

Salem, Oregon
April 8, 1952

Mr. E. A. Collier
Maintenance Engineer

To meet federal-aid requirements, it is necessary to install narrow bridge warning signs at narrow bridges within the limits of projects scheduled for construction at the following locations:

1. On the Woodburn-Mt. Angel Section of the Newberg-Silverton Highway in Marion County.

2. On the Bakeoven Grade Section of FAS Highway No. 312 (county road) in Wasco County. ✓

3. On the Lena-Nye Section of the Oregon-Washington Highway in Morrow and Umatilla Counties.

If adequate signs are not already in place, please have such signs installed before construction on the projects is completed.

W. C. Williams
Assistant State Highway Engineer

SHP:gs

cc: W. O. Widdows
J. D. Walker
E. F. Chidsey

RECEIVED
APR [illegible] 1952
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-120 (1)

[illegible]

S 120 (1)

April 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-120(1), Bakeoven Grade Section of the Shaniko County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please furnish the customary copies of the maintenance agreement with Wasco County when available.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

April 3, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project FAS-120, Bakeoven Grade Section of the Shaniko Road on approved FAS Route No. 312 in Wasco County is approved today subject to the condition that the narrow bridge within the limits of the project be signed for the protection of traffic until such time as it can be reconstructed.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
APR 7 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING

F-120 (1)
#3204

71A-120

March 10, 1952

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blue print copies of project statement map for the Bakeoven Grade Section, Project No. FAS-120.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:tp

DEPARTMENT
BAKEOVEN GRADE SECTION
ROAD
PROJECT NO. FAS 120

PROJECT NO. FAS 120
MAU

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

2704

February 1, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm the January 22, 1952 approval of the addition of Item 171, Project S-120(1) along County road FAS 312 to the Oregon Federal-aid Secondary Highway Program.

The project will appear on the program as follows:

Item No. 171

County	Wasco
Project No.	S-120(1)
FAS Route No.	312
State Route No.	County Road
Termini	From FA Route No. 4 near Maupin, northeast a distance of 5.0 miles.
Estimated Total Cost	$100,000
Federal Funds	62,000
State Funds	38,000
Length	5.0 miles
Character of Work	Bridge and 2-lane intermediate type surfacing.

Very truly yours,

C. G. POLK
District Engineer

By R. E. McMullen

R. E. McMULLEN
Program & Planning Engineer

Copy sent to Mr. Probert
2-1-52

Williams
Please note
& file

34-1725 Forest Grove and Cornelius 1972
Paving Project in the cities of
#2725 Forest Grove & Cornelius.

RECEIVED
OCT 8 - 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 3, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
334-1705 3705	3-final	WARREN NORTHWEST INC	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
18040	R 50616	$ 692.40	10/2/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: July 23, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-6-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 6 1952
A. A. Michlauder

RECEIVED
SEP 23 1952
FOR FILING

September 24, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway contract No. 3705 for work performed on the Forest Grove (19th Ave. & Elm St.) and Cornelius ("N" Street N.) City Streets Sections in Washington County was completed by the contractor, Warren Northwest, Inc., on July 23 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $692.40 will be released to the contractor on or after October 4, 1952. The total contract amount is $21,013.11, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

9-24-52

FORM A-87 8M
STATE PRINTING DEPT.

Harold C. Ayers

OREGON STATE HIGHWAY COMMISSION

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

RECEIVED
SEP 18 1952
ENGINEER
COUNTY ... OPERATIONS

FROM: S. H. Probert

Salem, OREGON

TO: ACCOUNTING DIVISION—

DATE 9-16-52

PLEASE Transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Payment to Contractor, Contract No. 3705 (INDICATE NAME OF ORIGINAL DOCUMENT) NO. 3-Final DATE 9-10-52

Warren Northwest, Inc.
(IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE			CREDIT		
			DISTRIBUTION	AMOUNT		DISTRIBUTION	AMOUNT	
6.11	C.Y.	Structural Excavation, Unclassified at $5.00		30	55			
248.83	C.Y.	General Excavation, Unclassified at $1.75		435	45			
153	L.F.	12" Concrete Pipe at $2.00		306	00			
850	C.Y.	2" - 0 Material in Base at $3.50		2,975	00			
320	C.Y.	3/4" - 0 Material in Base and Shoulders at $4.00		1,280	00			
28.75	M-Gal.	Sprinkling at $3.00		86	25			
9.72	Ton	Furnishing and Placing RS-2 Emulsified Asphalt at $45.00		437	40			
492.84	Ton	Class "B" Asphaltic Concrete at $8.50		4,189	14			
20	C.Y.	Aggregate in Seal Coat at $6.00		120	00			
		Subtotal	334-1706-201	9,859	79	334-1705-201	9,859	79
		Temporary Signs (S.F.)	334-1706-274	20	19	334-1705-274	20	19
		Engineering $1,825.00 = (46.92%)	334-1706-900	856	29	334-1705-900	856	29
		TOTAL		10,736	27		10,736	27

REASON FOR THIS REQUEST: To transfer to City of Cornelius ("W" Street N.) section, its share of construction and engineering charges for work done under Contract No. 3705

APPROVED: ____________ DIVISION ENGINEER

APPROVED: S Probert STAFF ENGINEER

PREPARED BY: E B Parker CLERK

APPROVED: ____________ DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.: ____________

ENTERED BY: ____________

DATE ENTERED: ____________

RECEIVED
[illegible] 7 1952
FOR FILING

August 25, 1952

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc., on Contract No. 3705 covering grading and paving work on the Forest Grove (19th Avenue and Elm Street) and Cornelius ("W" Street North) Section in Washington County. This payment, in the amount of $11,789.61, will be made on or after September 4th. The retained percentage is $628.48.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26, 19 52

Section Forest Grove & Cornelius Elm St. Forest Grove

Highway W-St. Cornelius

Kind of work Grading, Paving

Section prefix 334-1705

Contractor Warren Northwest

Contract number 3705

Date of contract April 22, 19 52

Date of completion August 31, 19 52

Date work started June 23, 19 52

Estimated date of completion July 23, 19 52

Amount of contract $ 23,474

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $ 23,474

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1300, 69 %

Date project was completed July 23, 19 52

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday the seal coat was laid on West street and Cornelius.

The contractor completed final clean up at both Forest Grove and Cornelius on Wednesday.

These projects were considered completed.

NOTED
H. G. SMITH

RECEIVED
JUL 29 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Willard J Scofield by SMW
Willard J. Scofield

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.23 F.G. 0.26 Corn.				0.23 0.26
Miles partially completed					
Miles completed	0.23 F.G 0.26 Corn.	0.23 0.26			0.23 0.26
Total estimated quantities	350 250	500 400			1,100 570
Estimated quantities moved or placed to date	340 240	450 390			1,600
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					5

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	3						
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

52-56

RECEIVED
MAY 15 1952
FOR FILING

224-17-5

[illegible]

May 14, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, four fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3688, for paving on the Marion and Summer Streets Section in Salem, awarded April 21, 1952.

Contract No. 3699, for paving on the Silverton (McClaine St. & W. Main St.) City Streets Section, awarded April 22, 1952.

Contract No. 3700, covering the Woodburn-Mt. Angel Section of the Hillsboro-Silverton Secondary Highway in Marion County, awarded April 22, 1952.

Contract No. 3705, covering the Forest Grove (19th Ave. & Elm St.) and Cornelius ("N" St. N.) Sections in Washington County, awarded April 22, 1952.

These contracts are for your records and files.

We are also sending executed copies of the above contracts to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded 5/14 C

April 29, 1952

NOTED
J. W. CATTRALL

Mr. C. E. Richards
City Recorder
Forest Grove, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

The State Highway Commission on April 22 awarded Contract No. 3705 to Warren Northwest, Inc., of Portland for grading and paving on 19th Avenue and Elm Street in the City of Forest Grove. The work to be performed under the above contract is to be completed not later than August 31, 1952.

Enclosed for your information is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

ED
ILING

334-1900

3705

April 28, 1952

Mr. G. E. Richards, City Recorder
City Hall
Forest Grove, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Forest Grove covering the improvement of 19th Avenue from Cedar Street to Elm Street, Elm Street from 15th Street to south city limits, a combined distance of approximately 0.42 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

EIVED
FOR FILING

April 28, 1952

Mr. George Courtley, City Recorder
City Hall
Cornelius, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Cornelius covering the improvement of "W" Street N. from Tualatin Valley Highway to the O.E. R.R. crossing, a distance of approximately 0.27 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR [illegible] 1952
FOR FILING

April 25, 1952

Warren Northwest Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on April 22, 1952 awarded you Contract No. 3705 for grading and paving the Forest Grove and Cornelius City Paving Project in Washington County. This award was based on your low bid of $23,474.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

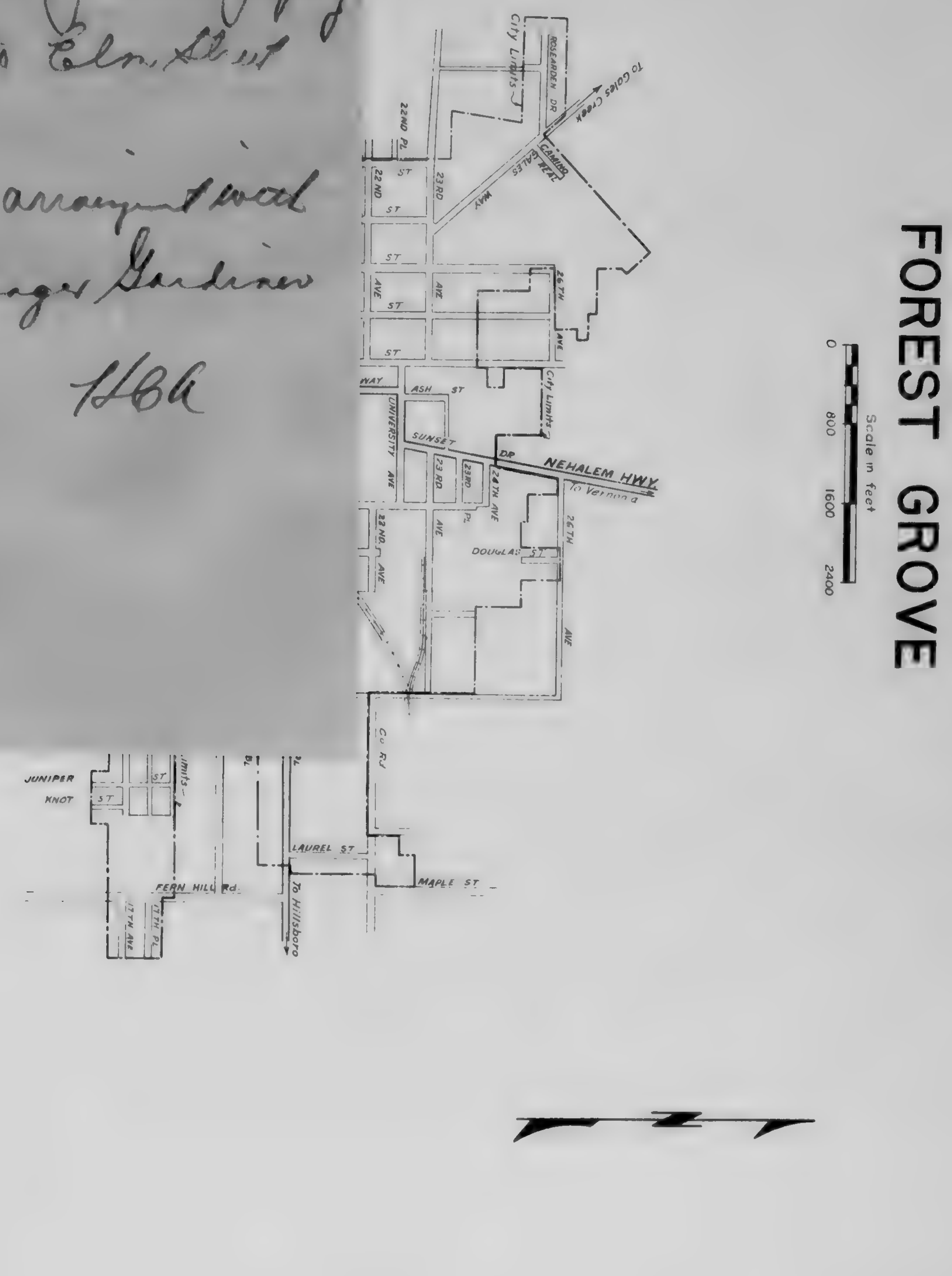
3-26-52

1 Forest Grove

Excessive excavated material may be dumped on private property adjacent to Elm Street at 13th.

This by arrangement with City manager Gardiner

HCA



Rev 10-10-51
8-31-49

3-26-52

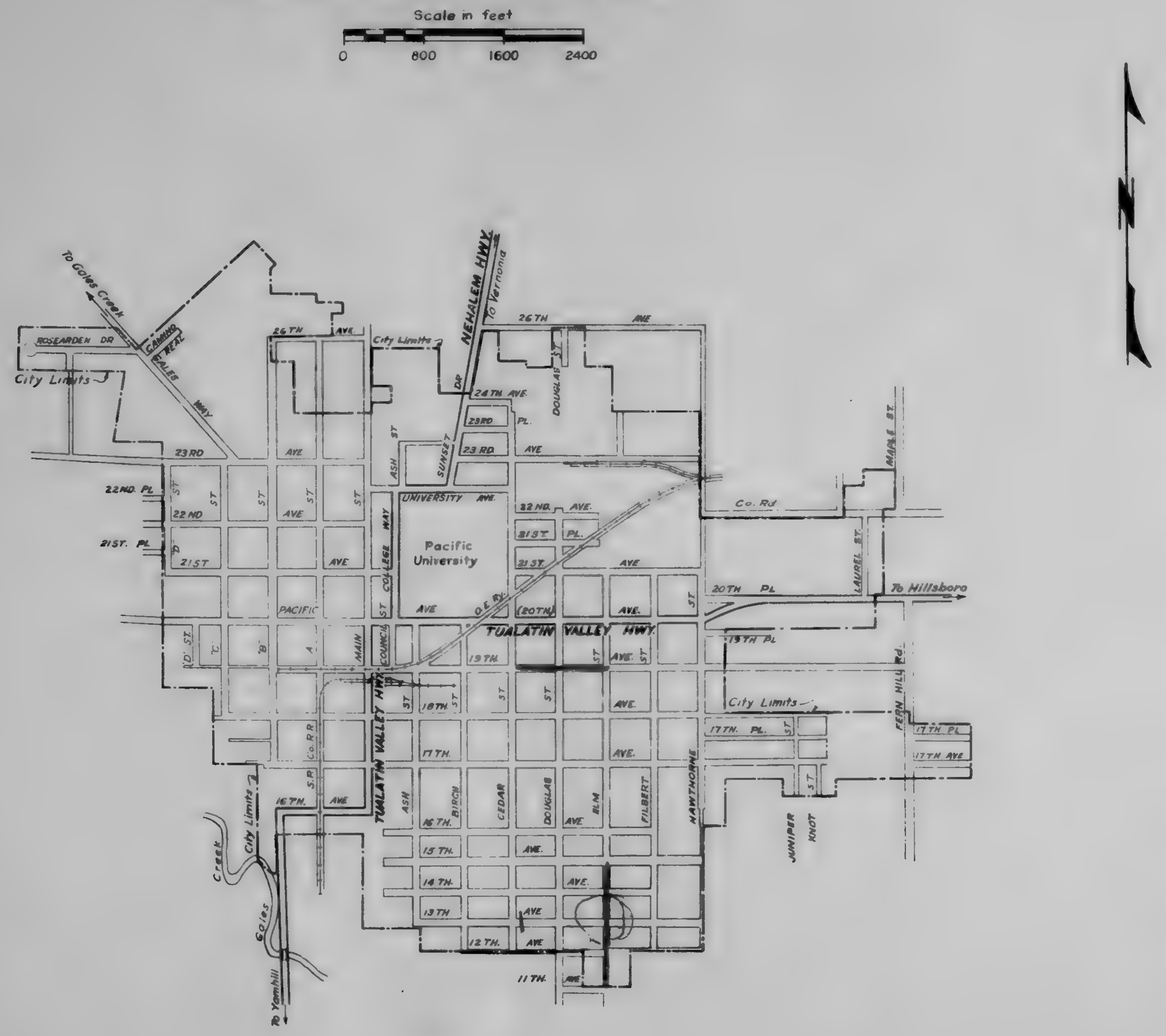
1 Forest Grove

Excessive excavated material may be dumped on private property adjacent to Elm Street at 13th.

This by arrangement with City manager Gardiner

HCA

FOREST GROVE



Rev 10-19-51
8-31-49

Cornelius 7-3-51

Picked up T. Buckman and went over (1) 2nd rd. leading to saw mill and a few houses and farms.

Is graveled in fair condition and is no doubt carrying heavy traffic and was evidently used for industrial and farm traffic.

City has requested aid on this for past two years and I think they should have help due to the [illegible] traffic.

Believe it could be recommended

H Dyer

February 11, 1952

Mr. M. O. Gardner
City Manager
Forest Grove, Oregon

Dear Sir:

The State Highway Commission at its January 31-February 1, 1952 meeting approved a project in the City of Forest Grove to be constructed from the 1952 Special City Allotment fund as provided in Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000. The project consists of placing asphaltic concrete on 19th Avenue from Cedar Street to Elm Street, and widening of pavement and covering with asphaltic concrete on Elm Street from 15th Avenue to 11th Avenue, and is presently estimated to cost $15,000.

You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:MM

[illegible] 10-3-51

Preliminary Estimate

19th Avenue from Cedar Street to Elm Street (0.18 mile)
Elm Street from 15th Avenue to 19th Avenue (0.24 mile)
A Combined distance of approximately 0.42 mile.

Place 3" of asphaltic Concrete 30' wide on 19th Ave. Section; Remove, add base to shoulders, patch, and place 3" of asphalt Concrete 20' wide on Elm Street section.

Excavation	200 cu yds	$1.00	$200.00
3"-0 in base	200 cu yds	3.00	600.00
3/4"-0 in base shoulders	300 cu yds	4.00	1200.00
Preparation of base	0.42 mile	1000.00	420.00
R.S. 1 in tack and seal	8 tons	60.00	480.00
Type "B" Asphaltic Concrete	1200 tons	8.00	9600.00
Aggregate in seal	30 cu yds	6.00	180.00
	Preliminary Estimate of Cost		$12,680.00
	12½% Engineering & Contingencies		1585.00
	Preliminary Engineering		400.00
			$14,665.00

$15,000

Forest Grove 8-22-51

Picked up M.O. Engineer and went over 19th and Elm Streets.

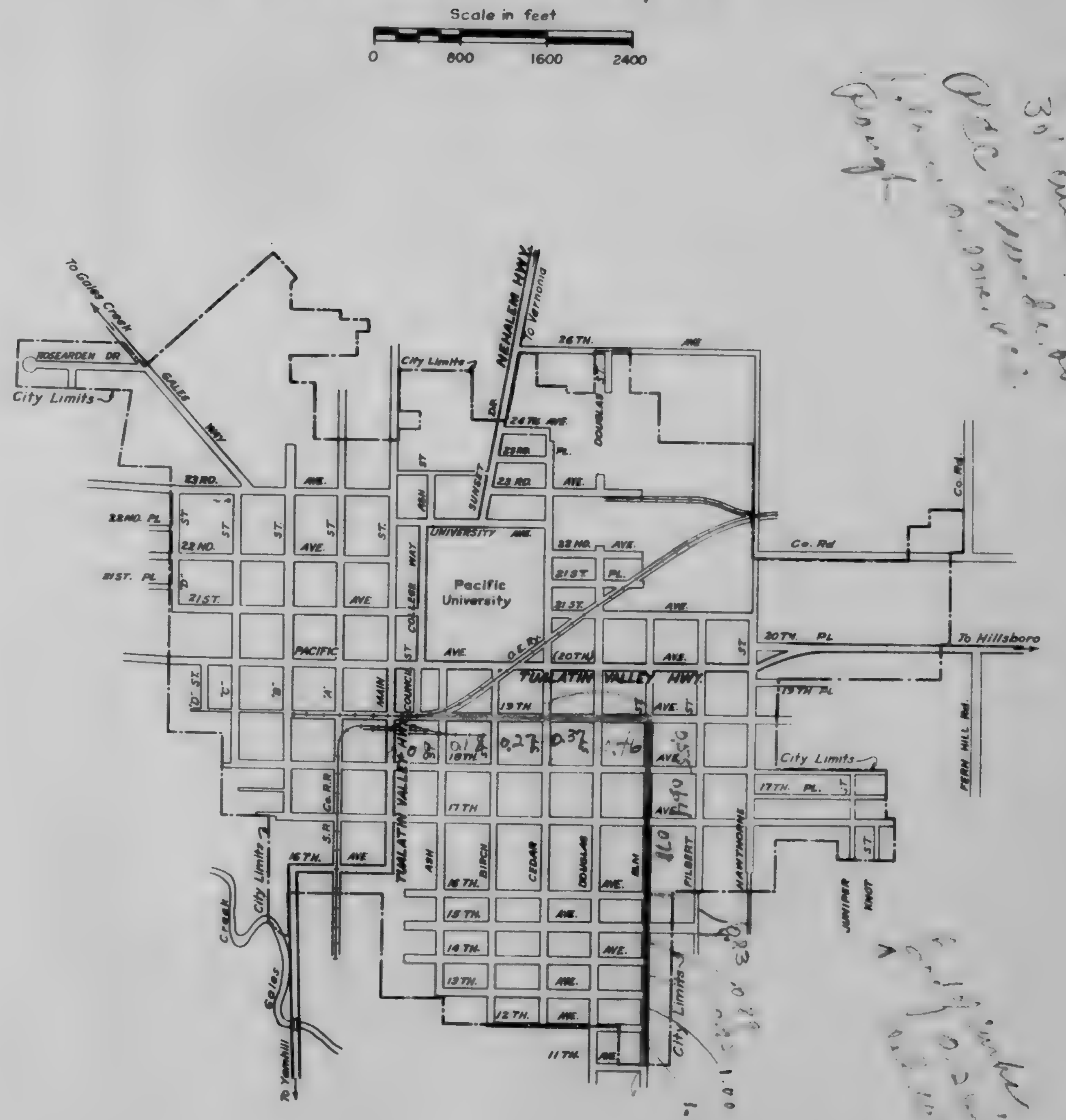
Found all in good shape except two blocks on 19th, Cedar to Elm, and four blocks on Elm Street, 15th to 11th.

This route is presently used by log trucks and will no doubt qualify for assistance.

Suggest 3" of A.C. 30' wide on 19th Ave for the two blocks and widen to 30' and place 3" A C on 4 blocks on Elm St.

HCL

FOREST GROVE



30' curb

Rough

Rev 6-28-50
8-31-49

Form cc-50
Special City Allotment

8-13 3

[illegible]
AUG 17 1951
ENGINEER
COUNTY [illegible] RELATIONS

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of FOREST GROVE is an incorporated city of the State of Oregon, and has a population of 4332, as given by the latest official census, and

NOTED

WHEREAS, the following streets of said city,

19th Avenue from Main Street South to Elm Street, and

Elm Street south to the present corporate limits of the

City of Forest Grove,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

19th Avenue from Main Street South to Elm Street, and

Elm Street from 19th Avenue south to the present corporate

limits of the City of Forest Grove,

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

Form cc-50

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of FOREST GROVE does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate M. O. Gardner, City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of August, 19 51.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

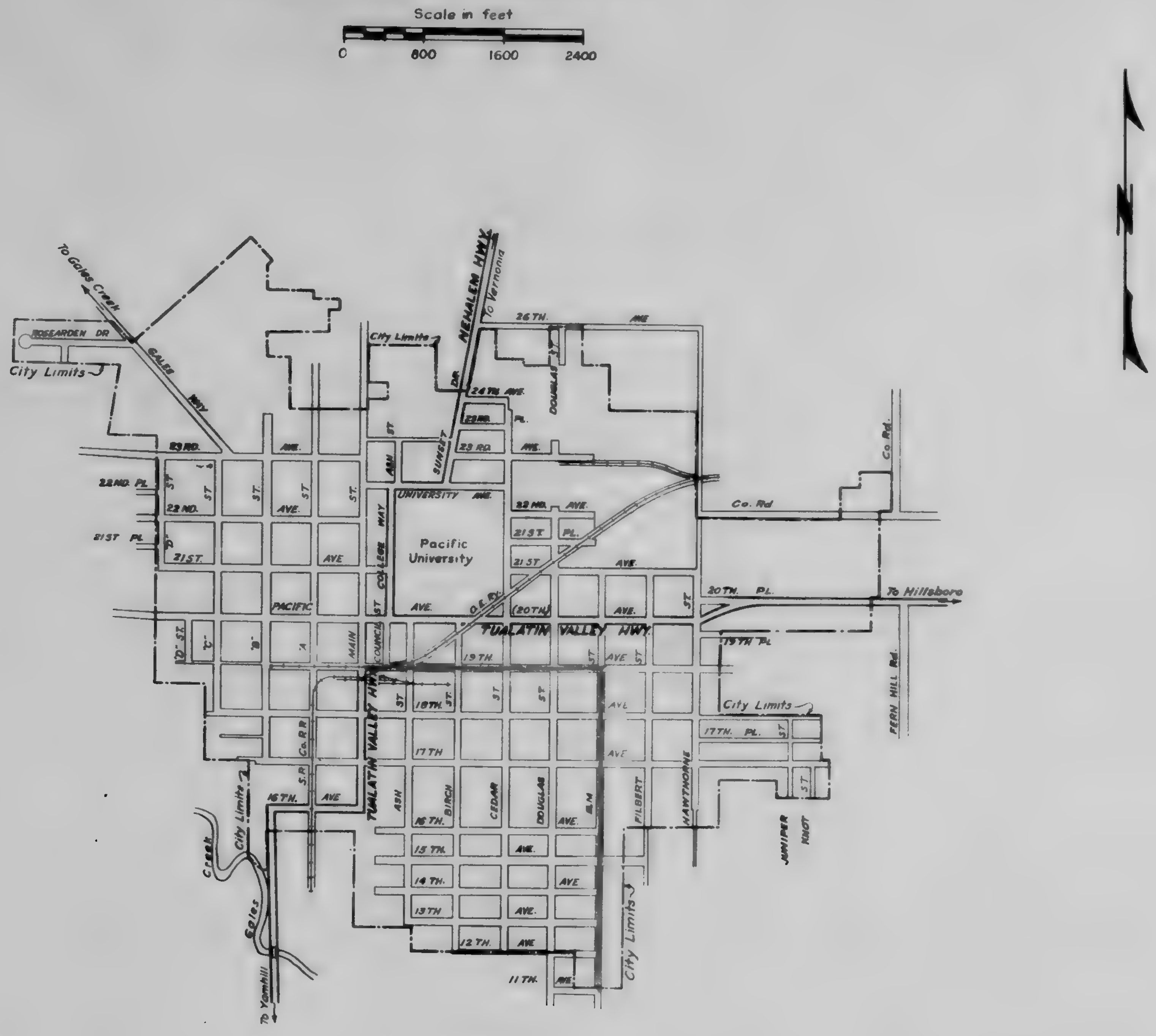
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of FOREST GROVE at a regular or special meeting of said council, held on the 13th day of August, 19 51, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th day of August, 19 51.

L. E. Richards
City Recorder

FOREST GROVE



Rev 6-28-50
8-31-49

Form cc-50
Special City Allotment

4-4-51

NOTED
J. W. CATTEALL

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cornelius, is an incorporated city of the State of Oregon, and has a population of [illegible], as given by the latest official census, and

WHEREAS, the following streets of said city, Cornelius, North "W" ST. And North "P" St. Colored red on the attached map.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
North "W" St. From baseline to the O.& E. Railroad a distiances of 4 and ½ blocks, and north "P" St. from Baseline to 4th St. North a distiances of 4 blocks. With preference to North "W" St.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Cornelius, does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Milford Barackman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of April, 1951.

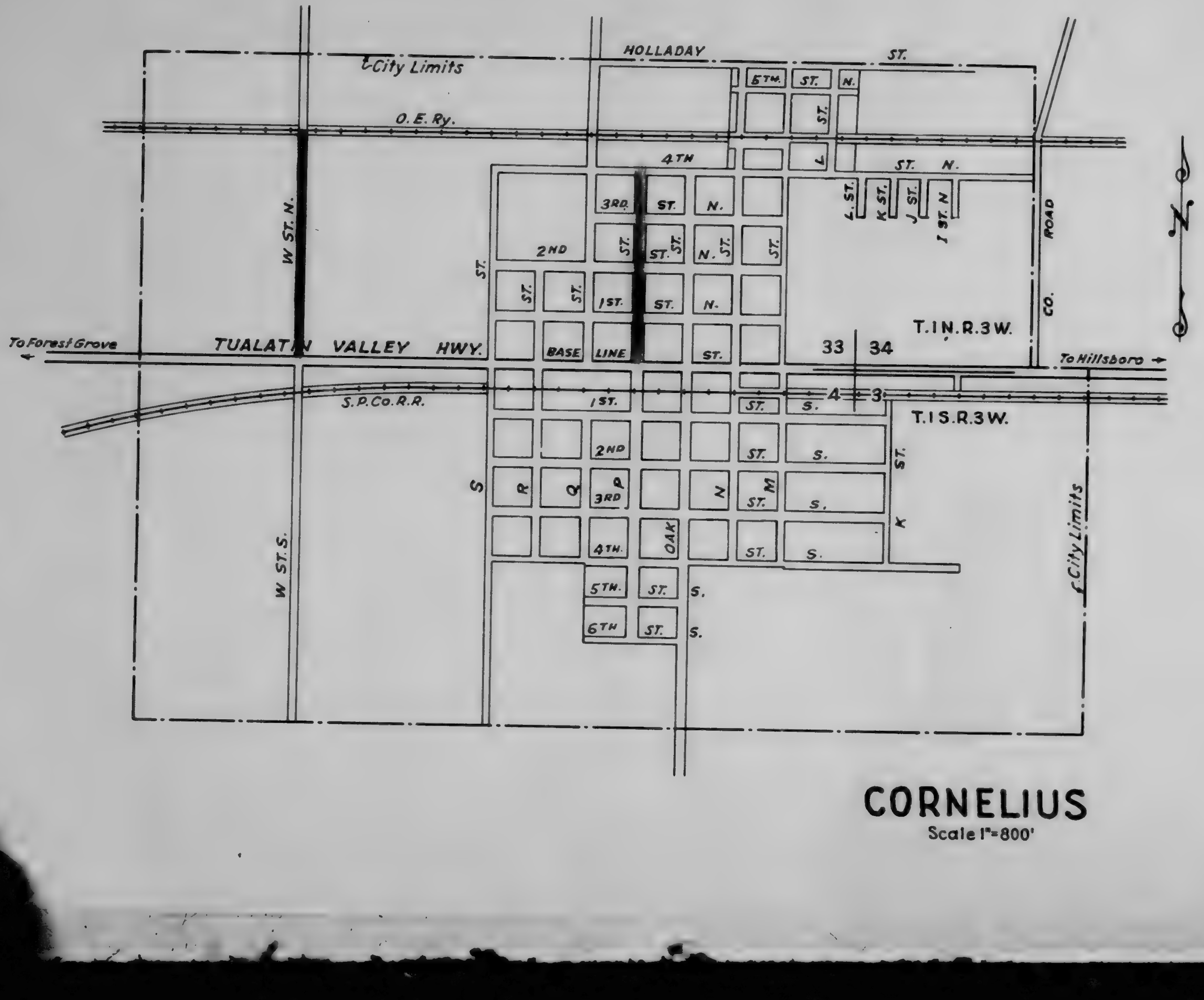
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cornelius, at a regular or ~~special~~X meeting of said council, held on the 4th day of April, 1951, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of April, 1951.

George [illegible]
City Recorder



CORNELIUS

Scale 1"=800'

NOTED
J. W. CATTRALL

April 3, 1951

Mr. M. O. Barachman
City Manager
Cornelius, Oregon

Dear Sir:

In answer to your request of March 30, 1951, you will find enclosed two copies of a resolution form to be used in making application for aid under the legislative act creating the annual $250,000 Special City Allotment Fund.

Kindly fill out and adopt the enclosed resolution and return one signed copy to John W. Cattrall, Engineer, County and City Relations, c/o State Highway Department, P. O. Box 30, Salem, Oregon. Inasmuch as the 1951 fund has been entirely allocated by a program approved by the Highway Commission on February 26 based on applications made by various cities in 1950, your application will be investigated and presented to the Highway Commission for consideration in programming the allocation of the 1952 fund.

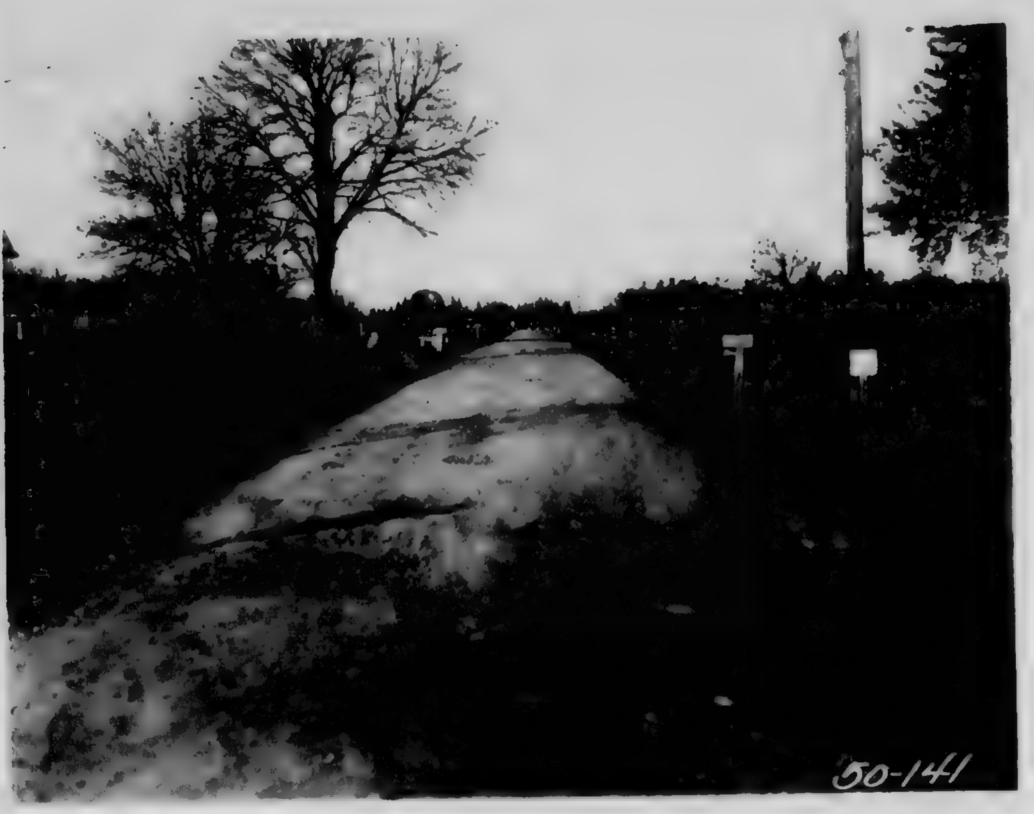
Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHB:MM
Encl.

Cornelius



"W" Street. from Tualatin Highway looking N.
11-9-50

Application No. 18

CORNELIUS
Washington County
Population:
1940 - 637
1950 - 998
Division I

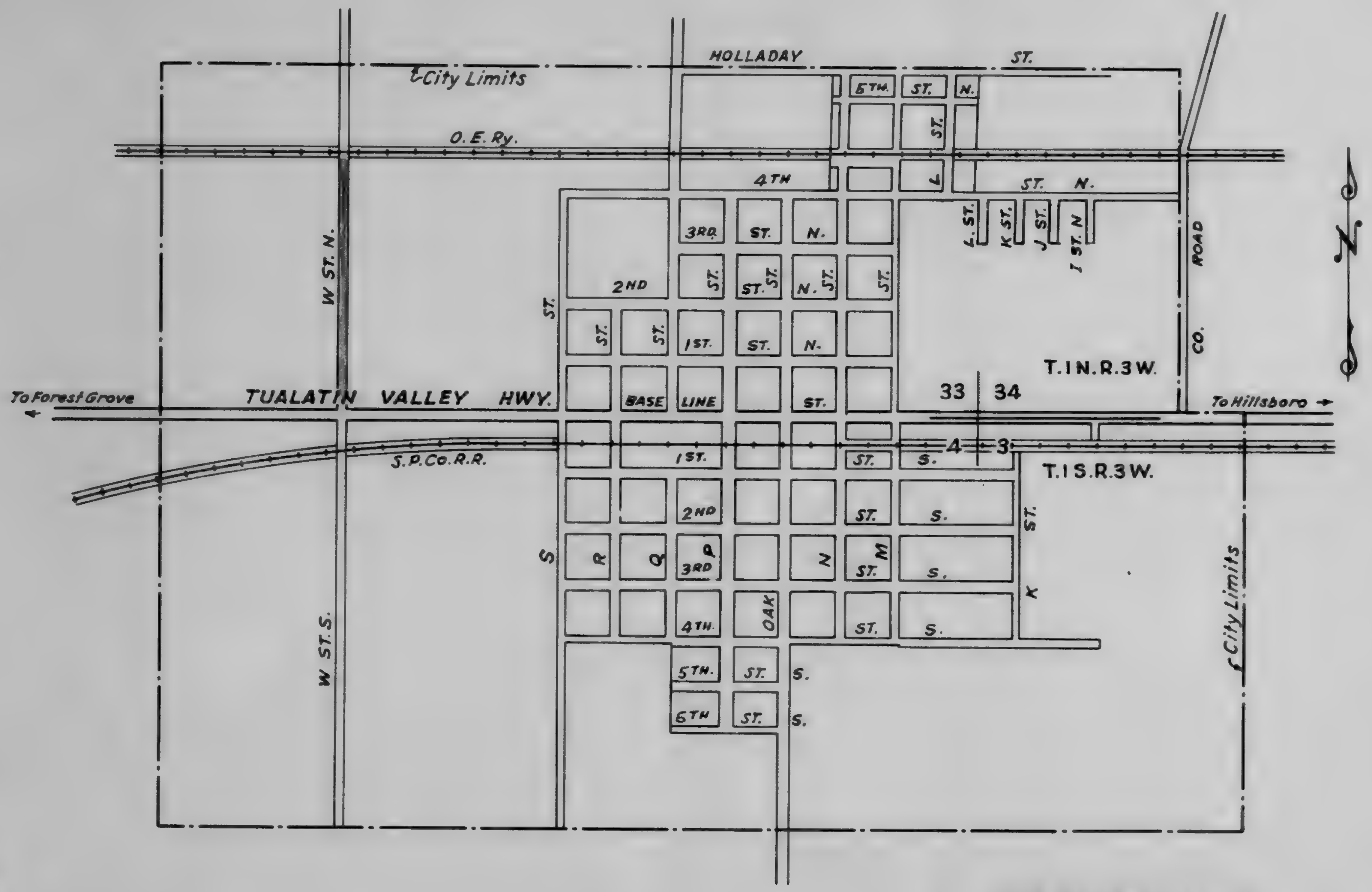
Previous Projects	Cost (Actual)		
1948: Patched street surface and placed Type 0-31 seal coat on "Q" Street from Base Line Road to north city limits, a distance of approximately 0.37 mile.	$ 1,010.55	$--	$ 1,010.55
1949: None 1950: None 1951: None	$--	$--	$--

Proposed Project	Cost (Estimated)		
	State	City	Total
1952: Grade, place base rock and 3" asphaltic concrete pavement 20' in width on "W" Street from Tualatin Valley Highway northerly to O.E.R.R., a distance of approximately 0.27 mile.	$13,500.00	$--	$13,500.00

- - - - - - - - - - -

"W" Street is subjected to heavy log and lumber truck traffic.

Recommendation
This project qualifies and approval recommended.



CORNELIUS

Scale 1"=800'

336-1705 Yamhill-Carlton-Lafayette 1952
Paving Project.
#3706

Memo to file 8-13-58

Lafayette

Contacted Mrs. Alice Flanagan, City Recorder and investigated condition of Bridge Street. Found pavement in need of sealing, so advised Mrs Flanagan

H. C. Lyons

NOTED
C. G. SWENSON

CITY OF LAFAYETTE
P. O. BOX 136
LAFAYETTE, OREGON

August 11, 1958

NOTED
Harold C. Ayers

Oregon State Highway Commission
County and City Relations
Salem, Oregon

Attention: Mr. Harold C. Ayers,
Field Engineer

Gentlemen:

You will no doubt recall the .6 mile of street that was paved in Lafayette in 1952 from Special City Allotment funds from the State Highway Commission and a small portion of the cost shared by the city. This project is on Bridge Street, from Third Street north to the city limits.

This has proved to be a fine piece of road, although it has developed a hole at one place where the pavement is breaking up, and we have arranged with O. C. Yocom Company to repair that particular spot. The council has been told by several men connected with road construction, that the street should have a seal-coat of oil and fine rock placed on it this summer in order to maintain it properly and allow no penetration of rainwater through the surface this winter.

The council would like to know if you could have an engineer from your department take the time to inspect this street, to see if it needs a seal at this time, or if it could be allowed to go a year or more without any damage. We are anxious to maintain it in good condition and not allow it to deteriorate, but do not wish to spend the city's limited funds if it is not necessary to do so at this time.

O. C. Yocom Company officials informed us that they will be glad to do this work for us in connection with their other project near here, if the work is necessary this summer, but that if it is done, it should be done in August.

The council would appreciate it very much if you could see your way clear to make this inspection and give us your recommendation at as early a date as possible.

Yours very truly,

Alice G. Flanigan

(Mrs.) Alice G. Flanigan, City Recorder.

RECEIVED
AUG 12 1958

FOR FILING
336-1705

(CONTRACT NO.) 3706

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 30, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3706	5-final	O. C. Yocom & J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23641	R-56512	$ 1,087.72	12/29/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wiklander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: to Oct. 15, 1952 without penalty

Completion Date: Oct. 15, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-2-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 2
A. A. Wiklander

1-2-53

NOTED
J. W. CATTRALL

December 12, 1952

Mrs. Hope Perry
City Recorder
Yamhill, Oregon

Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

Contract No. 3706 with O. C. Yocom Company and J. C. Compton Company for paving on the Yamhill (First Street) city street project was completed October 15, 1952, and accepted by the Highway Commission November 24, 1952.

Pursuant to the agreement between the State Highway Commission and the City of Yamhill, dated April 22, 1952, the city assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, October 15, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
J. W. CATTRALL

December 12, 1952

Mrs. Alice G. Flanigan
City Recorder
Lafayette, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

Contract No. 3706 with O. C. Yocom Company and J. C. Compton Company for paving on the Lafayette (Bridge Street) city section was completed October 15, 1952, and accepted by the Highway Commission November 24, 1952.

Pursuant to the agreement between the State Highway Commission and City of Lafayette, dated April 22, 1952, the city assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, October 15, 1952.

As soon as final costs are available an adjustment on the city's share in the final cost of the project will be made to the city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
DEC 15 1952
FOR FILING

336-1725

37

December 11, 1952

O. C. Yocom Co, and
J. C. Compton Co.
P. O. Box 566
McMinnville, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 15 days, from September 30 to October 15, 1952, within which to complete your contract No. 3706 for paving on the Carlton-Yamhill-Lafayette Section in Yamhill County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

ml

cc: A. G. Shelton,
Division Engineer

Willard Scofield,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

336-1705

37-4

December 10, 1952

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 3706 for work performed on the Carlton-Yamhill-Lafayette City Streets Section in Yamhill County was completed by the contractor, O.C.Yocom Co. & J. C. Compton Co., on October 15 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $1,087.72 will be released to the contractor on or after December 20, 1952. The total contract amount is $36,257.25, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Mr. J. S. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD

12-10-52 gl

FORM A-87 5M
STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

FROM: S. H. Probert — Salem, OREGON

TO: ACCOUNTING DIVISION— DATE December 5, 1952

J. F. HAGEMANN

PLEASE Transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Payment to Contractor, Contract No. 3706 (INDICATE NAME OF ORIGINAL DOCUMENT) NO. 5-Final DATE 12-3-52

O. C. Yocom Co. and J. C. Compton Co. (IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE			CREDIT		
			DISTRIBUTION	AMOUNT		DISTRIBUTION	AMOUNT	
721	cu.yd	3/4" - 0 Material in Base and Shoulders at 3.23		2,328	83			
31.5	M-gal	Sprinkling at 2.50		78	75			
6.32	Ton	Furnish & Place RS-2 Emulsified Asphalt at 48.00		303	36			
1183.680	Ton	Class B Asph. Concrete at 9.50		11,244	96			
49	cu.yd	Aggregate in Seal Coat at 4.90		240	10			
15.37	Ton	RC-3 Asphalt in Binder Course at 47.30		727	00			
		Subtotal	336-1707-201	14,923	00	336-1705-201	14,923	00
		Engineering $4,136.13 - (41.16%)	336-1707-900	1,702	43	336-1705-900	1,702	43
		TOTAL		16,625	43		16,625	43

REASON FOR THIS REQUEST: To transfer to City of Lafayette its share of construction and engineering cost for work performed under contract No. 3706.

APPROVED: S H Probert DIVISION ENGINEER

APPROVED: STAFF ENGINEER

PREPARED BY: D B Parker CLERK

APPROVED: DISTRICT MAINT. SUPT

ENTERED ON JOURNAL VOUCHER NO.:

ENTERED BY:

DATE ENTERED:

FORM A-87 8M
STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

NOTED
J. F. HAGEMANN

FROM: S. H. Probert

Salem, OREGON

TO: ACCOUNTING DIVISION—

DATE December 5, 1952

PLEASE Transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Payment to Contractor, Contract No. 3706 (INDICATE NAME OF ORIGINAL DOCUMENT) NO. 5-Final DATE 12-3-52

O. C. Yocom Co. and J. C. Compton Co. (IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE		CREDIT	
			DISTRIBUTION	AMOUNT	DISTRIBUTION	AMOUNT
3	Each	Adjustment of Manholes at 100.00		300.00		
5	Each	Adjustment of Monument Boxes at 25.00		125 00		
981	cu.yd	2½" - 0 Material in Base at 3.49		3,423 69		
294	cu.yd.	3/4" - 0 Material in Base and Shoulders at 3.23		949 62		
27	M-Gal	Sprinkling at 2.50		67 50		
4.02	Ton	Furnish and Place RS-2 Emulsified Asphalt at 48.00		192 96		
785.895	Ton	Class "B" Asphaltic Concrete 9.50		7,466 00		
29	cu.yd	Aggregate in Seal Coat at 4.90		142 10		
4.23	Ton	RC-3 Asphalt in Binder Course at 47.30		200 08		
		Subtotal	336-1706-201	12,866 95	336-1705-201	12,866 95
		Engineering $4,136.13 (35.49%)	336-1706-900	1,467 91	336-1705-900	1,467 91
		TOTAL		14,334 86		14,334 86

REASON FOR THIS REQUEST: To transfer to the City of Carlton its share of construction and engineering cost for work performed under contract No. 3706.

APPROVED: ______ DIVISION ENGINEER

APPROVED: S H Probert STAFF ENGINEER

PREPARED BY: D B Parkes

APPROVED: ______ DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.: ______

ENTERED BY: ______

DATE ENTERED: ______

11-52

City of Lafayette - 1952 Fund

City deposited $\$2500^{\underline{00}}$

Final Cost 16,886.14
State 15000.00
1886.14

2500.00
1886.14
613.86

RECEIVED
NOV [illegible] 1952
FOR FILING

336-171

[illegible]

November 26, 1952

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to O. C. Yocom Co. & J. C. Compton Co. in connection with contract No. 3706, for paving on the Carlton-Yamhill-Lafayette Section in Yamhill County.

This payment, in the amount of $2,566.85, will be released to the contractor on or after December 5, 1952. The retained percentage is $1,087.72.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Laird
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD
11-26-5

RECEIVED
FOR FILING
336-1705

3706

R

November 12, 1952

Oregon State Highway Commission

Request for Extension of Time
No. 11
November 24-25 meeting

Gentlemen:

Herewith is a request from O. C. Yocum Company and J. C. Compton Company for an extension of time on Contract No. 3706, Carlton, Yamhill and Lafayette City Street Projects, from September 30, 1952 to October 15, 1952.

Paving work on this project was completed prior to September 30, but the additional time requested was needed for completion of the shoulders, raising of manholes and miscellaneous cleanup.

There was no inconvenience to the public or to the State, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS er

Form E-1

336-1705.

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 1952

Section Carlton, Yamhill, Lafayette

Highway City Streets

Contractor O.C. Yocom & J.C. Compton

Date of contract April 24, 1952

Date work started April 29, 1952

Amount of contract $43,451.00

Kind of work Grading & Paving

Section prefix 336 - 1705

Contract number 3706

Date of completion August 31, 1952

Estimated date of completion October 15, 1952

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $37,000.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $2,800.00, 81%

Date project was completed October 15, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor, O.C. Yocom, raised the 3 manholes and 5 street intersection monuments on Monday and Tuesday. The projects were considered completed Wednesday October 15.

NOTED
H. G. SMITH

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
[illegible]

Signed Willard J. Scofield
Willard J. Scofield

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Lafayette Carlton Yamhill	0.65 0.42 0.22			0.65 0.42 0.22
Miles partially completed					
Miles completed	Lafayette Carlton Yamhill	0.65 0.42 0.22			0.65 0.42 0.22
Total estimated quantities		3,160			2,400
Estimated quantities moved or placed to date		3,160			2,400
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		3			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					2	1	3
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors 1, Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
OCT 9 - 1952
FOR FILING

[illegible]

[illegible]

October 7, 1952

O. C. Yocom Co. and
J. C. Compton Co.
P. O. Box 566
McMinnville, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1952, within which to complete your contract No. 3706 for paving on the Carlton-Yamhill-Lafayette Sections in Yamhill County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary
OREGON STATE HIGHWAY COMMISSION

CL

cc: A. G. Skelton,
Division Engineer

Willard Scofield,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 5 1952
FOR FILING

September 3, 1952

Request for extension of time
No. 11
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from O. C. Yocom Company and J. C. Compton Company for an extension of time on Contract No. 3700, Carlton, Yamhill & Lafayette City Street Projects, from August 31, 1952 to September 30, 1952.

The contractor has all work done with the exception of the paving, and his plant is now set up to handle the paving work. However, at the request of the Department, he has been using all of his crews on the Judkins Point-Goshen project and will not be able to release them until September 1, at which time he will complete this project.

Since the overrun of time was for our convenience, I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith
HGS lg

RECEIVED
MAY 29 1952
FOR FILING

[illegible]

3706

May 28, 1952

O.C. Yocom Co. and
J. C. Compton Co.
P. O. Box 566
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3706, which was awarded to you on April 24, 1952 by the State Highway Commission, for paving on the Carlton-Yamhill-Lafayette Section in Yamhill County.

We are also sending an executed copy of the above contract to the surety on your bond.

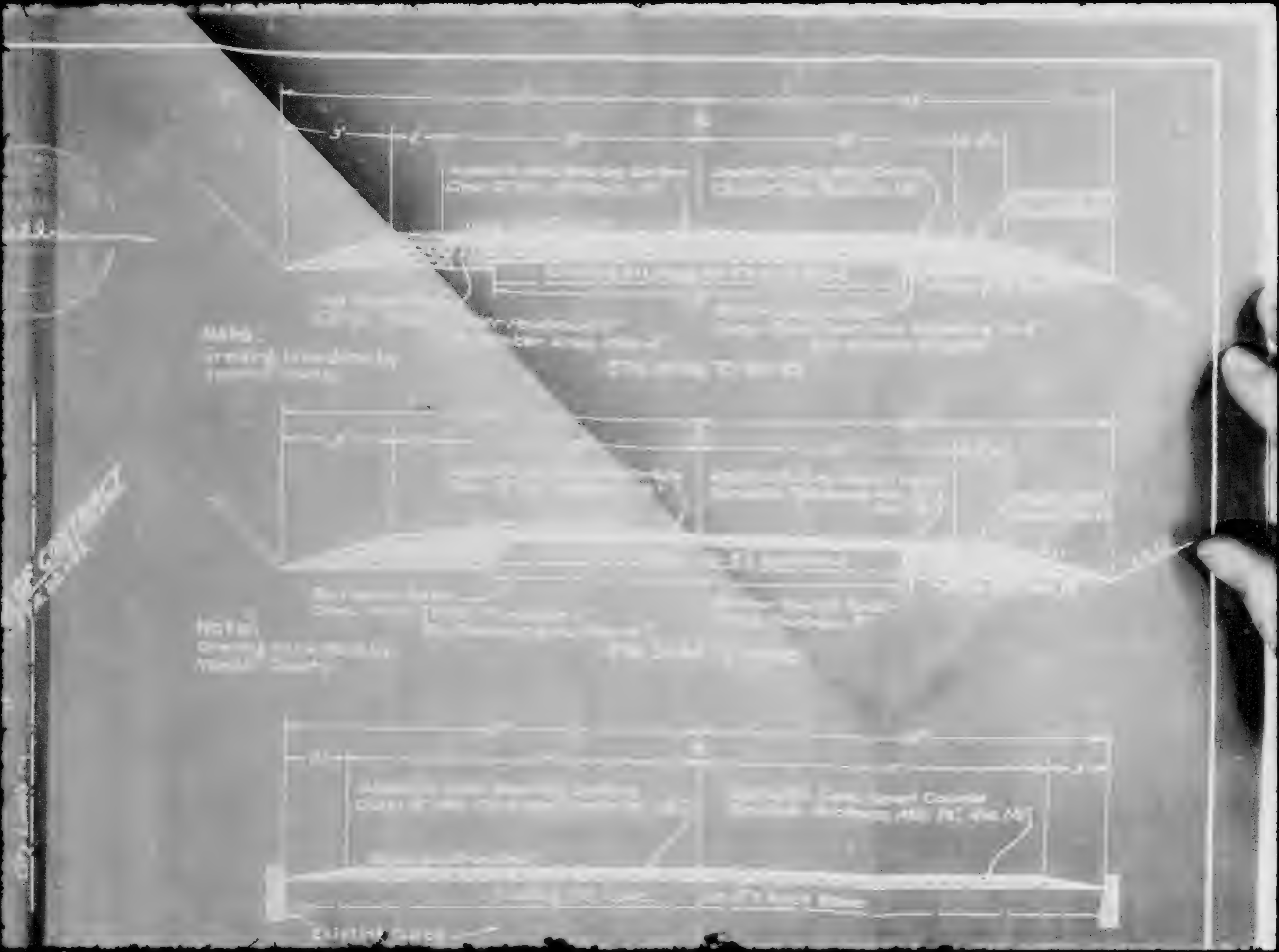
Very truly yours

OREGON STATE HIGHWAY COMMISSION

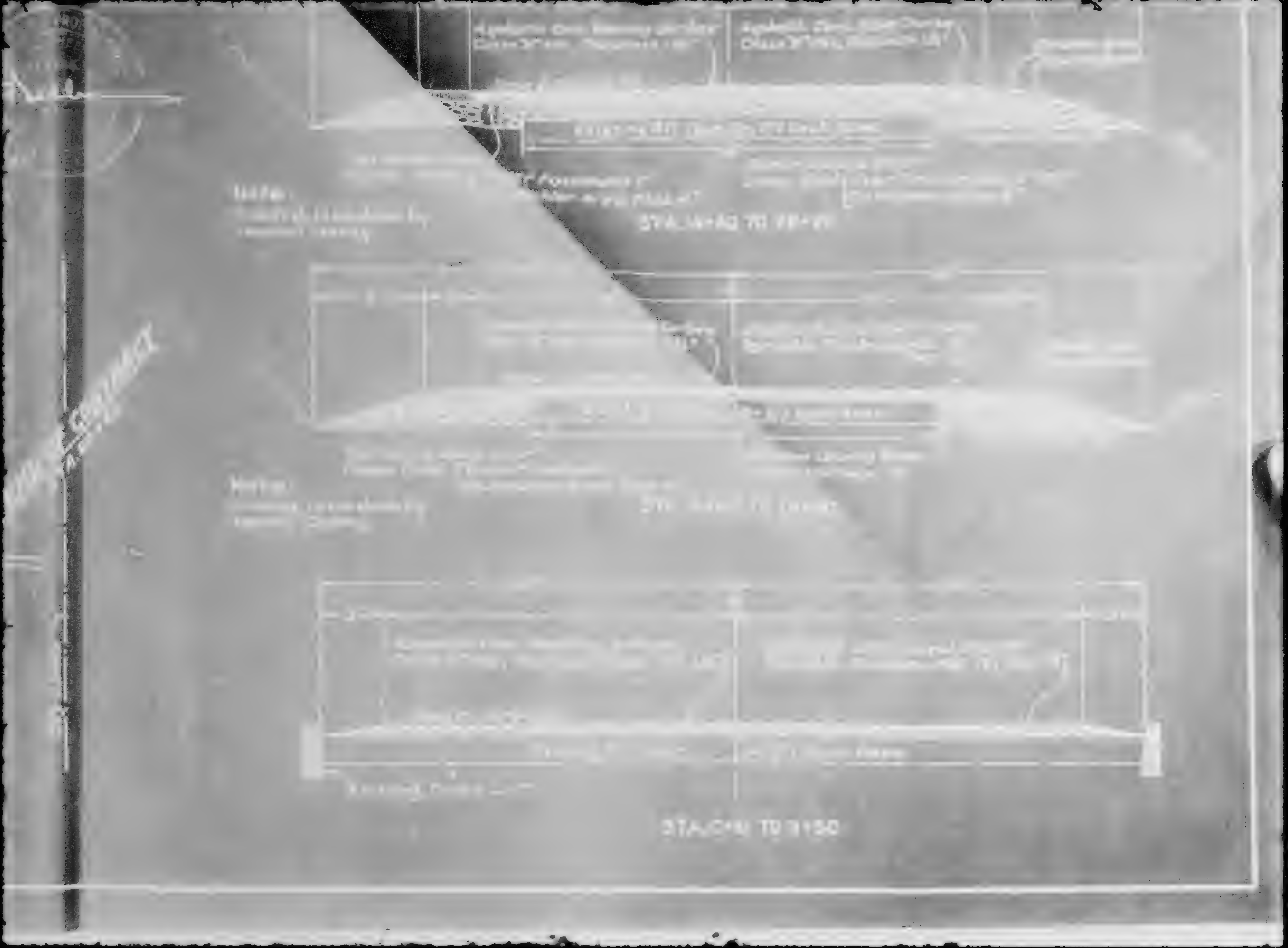
Secretary

gl
encl. 1

CARLTON
City Limits


Cement Concrete
Existing Curb

CITY STREET
CARLETON
Existing works


Note:
Note:
Existing Ground Line
STA. 0+00 TO 9+50

RECEIVED

FOR FILING

326-1705

3766

April 28, 1952

Alice G. Flanigan, City Recorder
City Hall
Lafayette, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Lafayette covering the improvement of Bridge Street from Third Street northerly to north city limits, a distance of approximately 0.66 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

EIVED

FOR FILING

April 28, 1952

Hope Perry, City Recorder
City Hall
Yamhill, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Yamhill covering the improvement of First Street from Maple Street to Hemlock Street, a distance of approximately 0.23 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

EIVED
FOR FILING

April 28, 1952

Lola Crites, City Recorder
City Hall
Carlton, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Carlton covering the improvement of E. Main Street from Pine Street to the bridge over unnamed creek, a distance of approximately 0.42 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUL 9. 1952
FOR FILING

37[illegible]

AGENDA
MAY 26 1952

April 24, 1952

O. C. Yocom Company
Box 565
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21 accepted your proposal for the Yamhill-Carlton-Lafayette paving project in Yamhill County for the sum of $43,451.60, and awarded contract No. 3706 to you subject to concurrence by the cities of Carlton and Lafayette and provision by said cities of funds in excess of $15,000. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

This confirms our telephone conversation of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

md
Enc.
cc - W. M. Franzwa
H. G. Smith
S. M. Probert
Goldie Lewis

[illegible] confirmed

SVC

File

RECEIVED
APR 25 1952
FOR FILING

FORM E-30 25M 1-52 55419

336-1705

2706

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1952

SUBJECT:

To:

Mr. H. B. Glaisyer
Secretary

Dear Sir:

Herewith check #831 in the amount of $3,300 from the City of Carlton and an unnumbered check in the amount of $2,500 from the City of Lafayette. These two amounts represent advance deposits on the Cities' share of estimated costs of proposed $250,000 Special City Allotment Projects in the two cities of Carlton and Lafayette.

Very truly yours,

John W. Cattrall, Engineer
County and City Relations

By Robert H. Prange
Robert H. Prange
Office Engineer

cc Mr. C. H. Maison

REFERRED TO Query
BY SECRETARY

F. NOTED QUERY

To acctg Rw 4/24

NOTED
J. W. CATTRALL

April 23, 1952

Mrs. Alice Flanigan
City Recorder
Lafayette, Oregon

Dear Madam:

On April 21 the State Highway Commission received a low bid on the Bridge Street special city allotment project in the City of Lafayette. This bid was made by O. C. Yocum & J. C. Compton, and the estimated total cost of the project based on this bid is as follows:

Contract Items	$15,440.00
Engineering & Contingencies (12½%)	1,930.00
Survey	150.00
Total	$17,520.00

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project, an advance deposit of $2,500 is required.

Please make this deposit by means of a certified check payable to the Oregon State Highway Commission. Your immediate attention to this matter will be appreciated, as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrell
Engineer, County and City Relations

Check for $2500 received and sent to HBY. See letter in Carlton '53 file

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

April 23, 1952

Lola Crites
City Recorder
Carlton, Oregon

Dear Madam:

On April 21 the State Highway Commission received a low bid on the East Main Street special city allotment project in the City of Carlton. This bid was made by O. C. Yocum and J. C. Compton, and the estimated total cost of the project based on this bid is as follows:

Contract Items	$15,999.20
Engineering & Contingencies (12½%)	1,999.90
Survey	350.00
Total	$18,349.10

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project, an advance deposit of $3,300 is required.

Please take this matter up with the City Council and advise this office of the Council's decision as soon as possible. If the Council approves, a certified check payable to the Oregon State Highway Commission in the amount of $3,300 should be forwarded immediately so that a contract may be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. [illegible] HAGEMANN

CITY OF LAFAYETTE
Lafayette, Oregon
March 24, 1952.

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Attention Mr. Harold C. Ayers, Field Engineer,
County and City Relations

At special meeting of the city council held March 21st, it was voted to deposit $2000.00 with the State Highway Commission for its use on Bridge Street in the City of Lafayette, in event that project should run over $15,000.00.

To make this money available, the City of Lafayette is asking the State Highway Commission, that its resolution for the expenditure of State Tax Street Funds in the amount of $1685.58, approved by the Commission on Dec. 20th, 1951, be changed from "Street drainage program," to "Bridge Street project, from Third Street to city limits."

Yours very truly,

CITY OF LAFAYETTE
Alice G. Flanigan
By Mrs. Alice G. Flanigan, City Recorder

Ayer Contacted City on
4-4-51 with agreement for
350,000 project and it was agreed that
city would pay $3000.00 deposit of 1st half of
'52 rather than go through the bother of changing
2nd half of '51. They will send resolutions for 1st half of '52
right away.

1st half of '52: $2076.26
est cost of Bridge project: $17000

RECEIVED
MAR 28 1952
ENGINEER
[illegible]

3-18-52

Jim:

Re. Carlton 250,000 project

Saw [illegible] and County Court at McMinnville this date, they said they plan to grade the street in Carlton and would do so whenever the State set the grade stakes for them.

Saw Harry [illegible] and he said Mr. Young wanted me to get the County to do the work very shortly ahead of the time the contractor wishes to start the base and paving.

Will see Mr. Jacobs later in this week.

HCG.

NOTED
J. F. HAGEMANN

4:00 P.M.

3/19/52 F.L. [illegible] called me Lafayette [illegible] Project [illegible] will [illegible] dollars if 3" A.C. is used [illegible] the thickness be reduced to 2½" if we have no extra money. Res. Engr. will work up an [illegible] of 3" with estimate of 2½".

P.S. Job is set up for $15,000 so [illegible] thickness would have to be reduced unless City have some dough.

City of Yamhill
YAMHILL, OREGON

NOTED
J. W. CATTRALL

February 14, 1952

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Oregon State Highway Department
R. H. Baldock, State Highway Engineer
Salem, Oregon

Attention, also, John W. Cattrall ✓
Engineer, County and City Relations

Gentlemen:

This will acknowledge receipt of your letter of February 11, advising of work to be undertaken on our city streets, under the Special City Allocation; and, will extend our appreciation and thanks for the consideration of your Department in this matter.

It is financially impossible for our city to do all of the street work which seems essential. We are, therefore, truly grateful for your assistance.

Most respectfully,

Hope Perry
Hope Perry
Recorder of City of Yamhill
Yamhill, Oregon

RECEIVED
FEB 18 1952
ENGINEER
COUNTY [illegible]

RECEIVED
FEB 18 1952
[illegible]
STATE [illegible]

February 11, 1952

Hope Perry
City Recorder
Yamhill, Oregon

Dear Madam:

The State Highway Commission at its January 31-February 1, 1952, meeting approved a project in the City of Yamhill to be constructed from the 1952 Special City Allotment fund as provided in Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000. The project consists of the placing of base rock and asphaltic concrete pavement on First Street from Maple Street to Hemlock Street and is presently estimated to cost $14,500.

You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM

February 11, 1952

Mrs. Alice G. Flanigan
City Recorder
Lafayette, Oregon

Dear Madam:

The State Highway Commission at its January 31-February 1, 1952 meeting approved a project in the City of Lafayette to be constructed from the 1952 Special City Allotment fund as provided in Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs in excess of $15,000 and completely preparing the street in condition to receive asphaltic concrete pavement. The project consists of the placing of asphaltic concrete paving on Bridge Street from Highway 99W (3rd Street) to the north city limits and is presently estimated to cost $15,000.

You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:MM

CITY OF CARLTON
OFFICE OF THE RECORDER

CARLTON, OREGON

January 15th, 1952

Harold C. Ayers
Field Engineer
County and City Relation
Salem, Oregon

Dear Sir:

The City of Carlton will agree to assit the State on the repair work that will be done on East Main street, not to exceed $1,000.00.

Very Truly Yours
Lela Crites
City Recorder

[illegible]

Preliminary [illegible]

[illegible] Street, [illegible] approximately [illegible] miles.

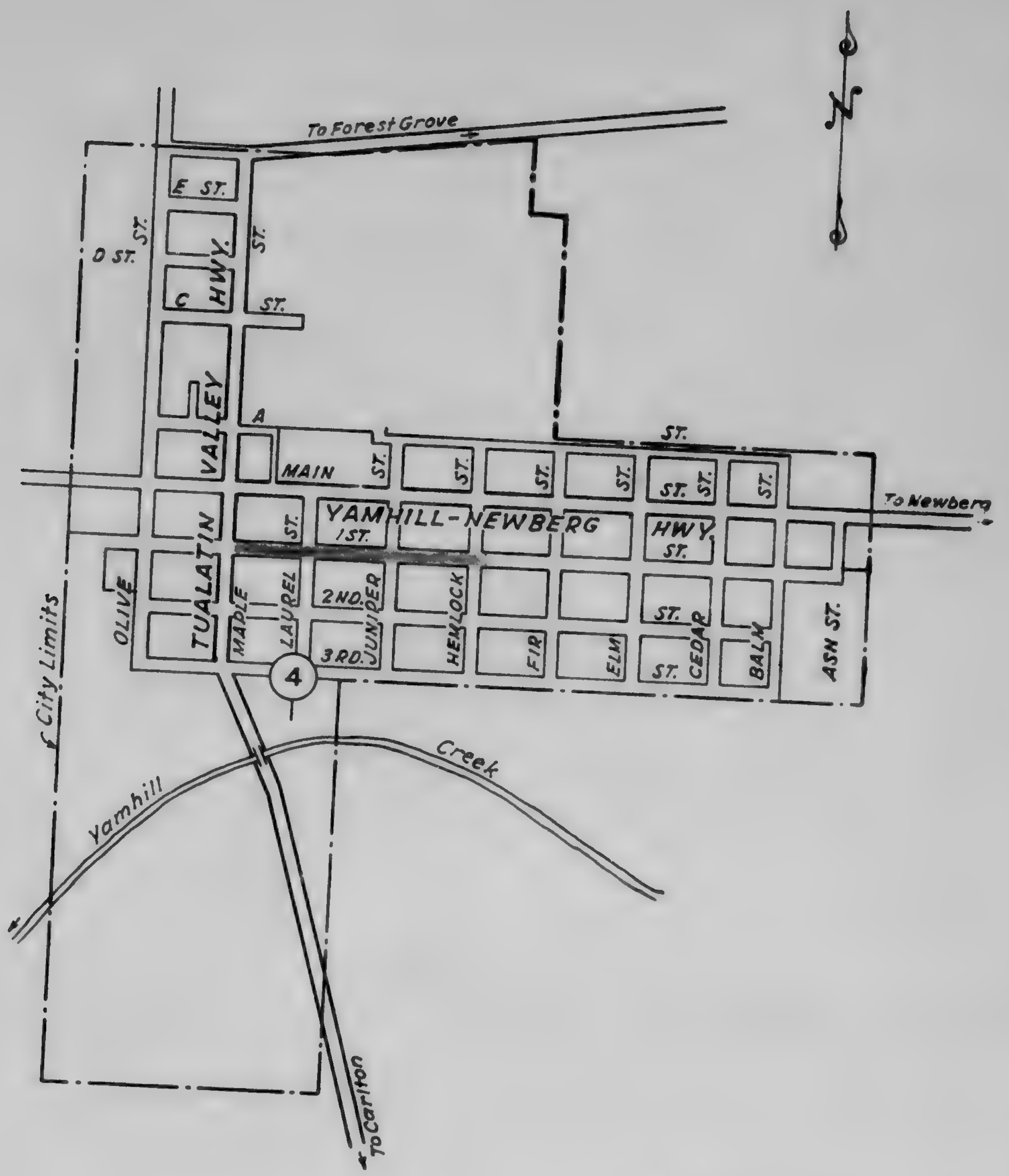
Grade, place 8" base rock [illegible] and 3" asphaltic concrete pavement [illegible] in width.

Item	Quantity	Unit Price	Total
[illegible]	[illegible]	$ [illegible]	$ 1,[illegible]
[illegible] base	[illegible] yd.	[illegible]	2,[illegible]
[illegible]	[illegible]	[illegible]	1,[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible] asphaltic concrete	75 [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

Preliminary Estimate of Construction	$1[illegible]
[illegible] Engineering and Contingencies	[illegible].15
Preliminary Engineering	[illegible]
	$14,3[illegible]3.13

Total Estimate: $14,[illegible]00.00

HCA:HM
12/11/51



YAMHILL

Scale 1"=800'

3-27-51

250,000 '52

[illegible]

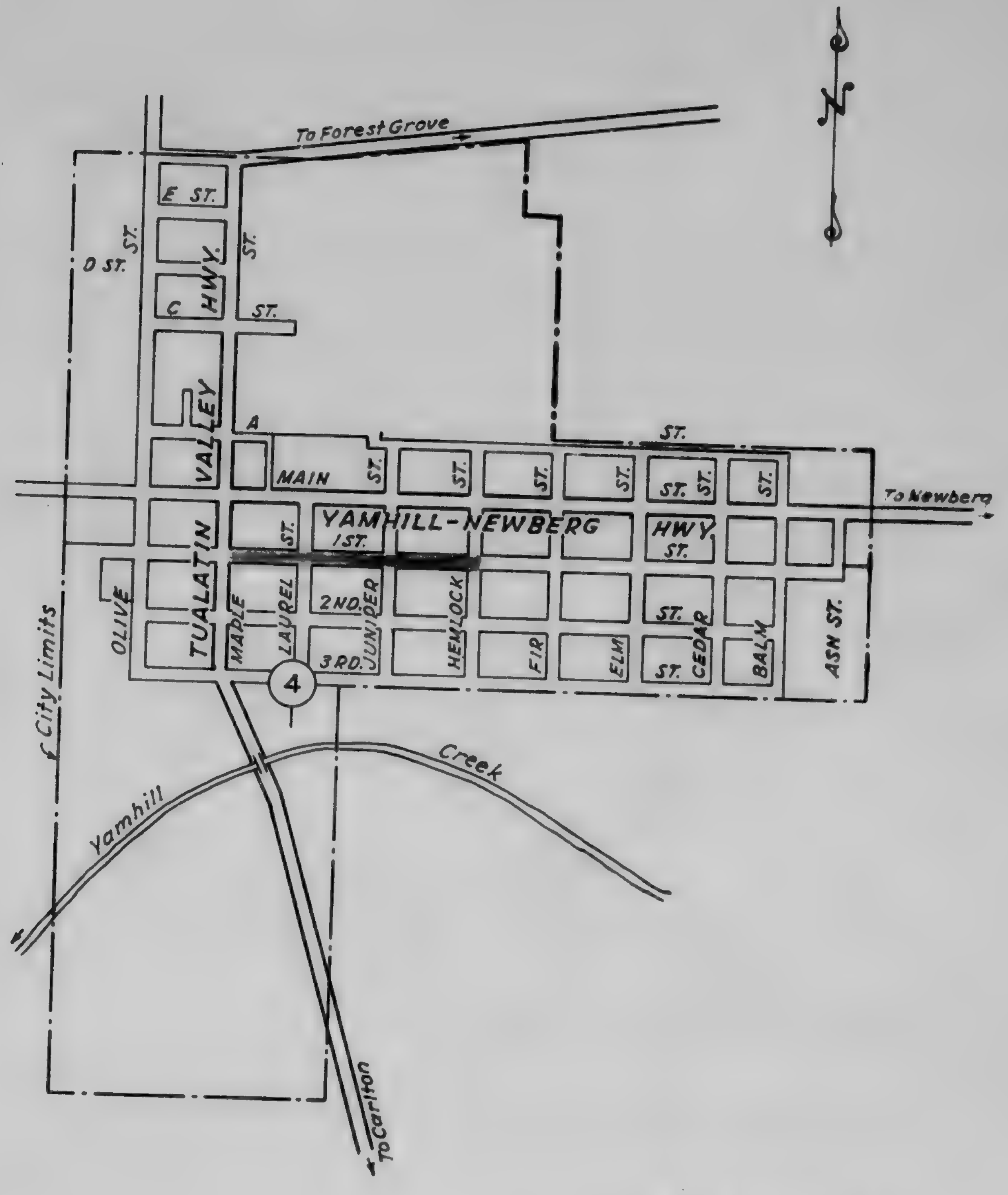
10-4-51
12-11-51

Contacted Miss Hope Perry City Recorder, who tried to find Mayor R. J. Wolf or some other Council men, but failed.

Looked over First Street and Elm St and found both in bad condition. Have been lightly oiled and are badly pitted. First Street from Juniper East is narrow and needs drainage corrected.

The only possible justification would be street use by trucks to Mayor Wolfes fuel yard and evidently yard is primarily used as storage yard for fuel. But no doubt trucks have caused the damage. Impossible to repair all of street, so Miss Hope Perry said to do what we could on 1st St starting at Tualatin Valley Highway and go East

HCL



YAMHILL

Scale 1"=800'

3-27-51

10-25-51

LAFAYETTE

Preliminary Estimate

Bridge Street from Highway 90W to north city limits, a distance of approximately 0.66 mile.

Place 3" thickness of asphaltic concrete 20' in width on grade prepared by city.

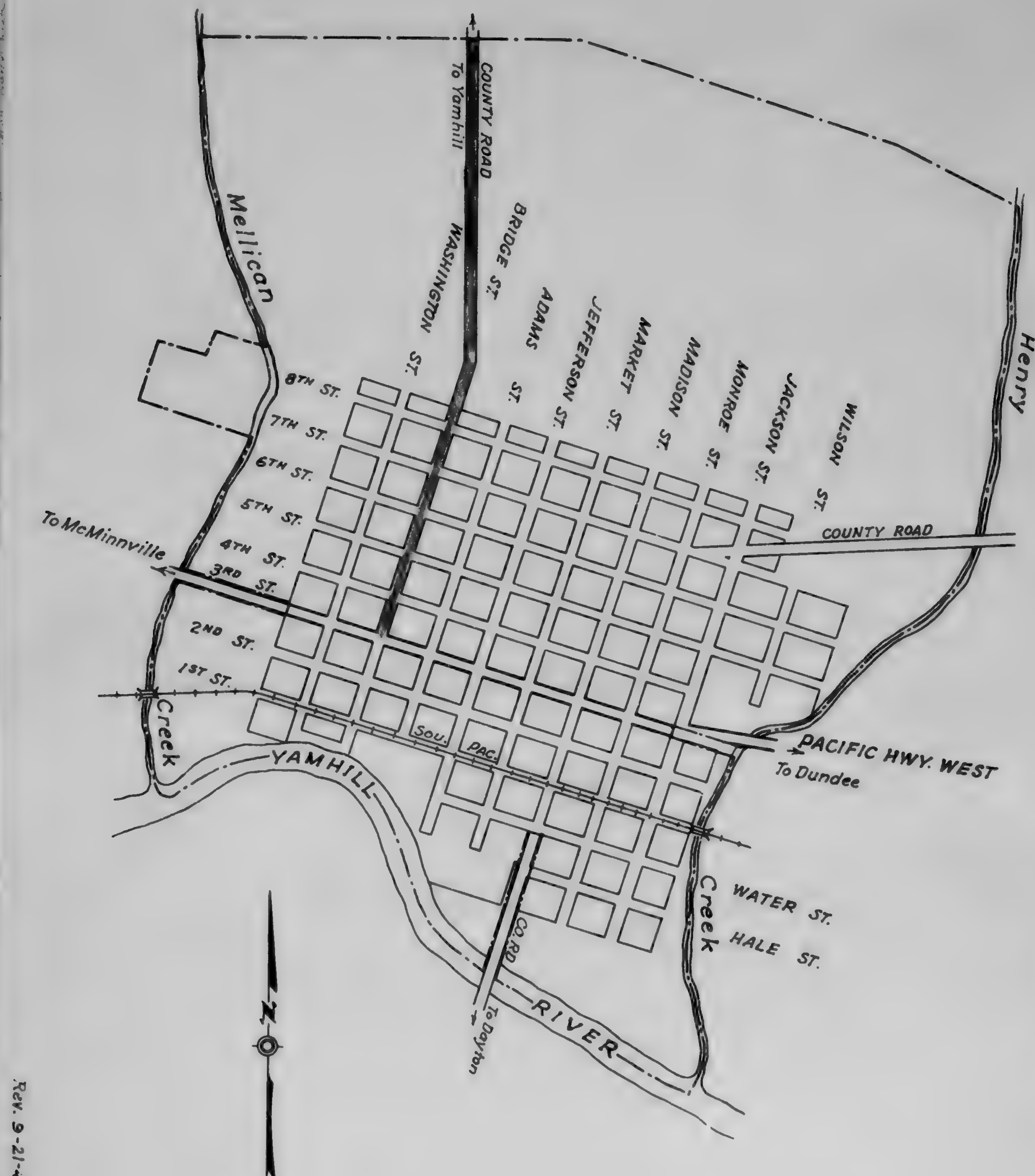
Item	Quantity		Unit Price	Total
Preparation of grade	0.66	mile	$500.00	$ 330.00
RS-1 in binder course	10	tons	60.00	600.00
Type B asphaltic concrete	1400	tons	8.00	11,200.00
RS-1 in seal coat	8	tons	60.00	480.00
Aggregate in seal coat	60	cu. yd.	5.50	330.00
Preliminary Estimate of Construction				$12,940.00
12-1/2% Engineering and Contingencies				1,617.50
Preliminary Engineering				250.00
				$14,807.50

Total Estimate: $15,000.00

ECA:MM
10/25/51

LAFAYETTE

Scale: 1" = 800'



Application No. 23

LAFAYETTE
Yamhill County
Population:
1940 - 409
1951 - 662
Division II

Previous Projects	Cost (Actual)
1948: None	
1949: None	
1950: None	
1951: None	

Proposed Project	Cost (Estimated) State	City	Total
1952: Construct 3" asphaltic concrete pavement 20' wide on Bridge Street from Third Street northerly to north city limits, a distance of approximately 0.66 mile. City to grade, place base rock and construct drainage.	$15,000.00	$--	$15,000.00

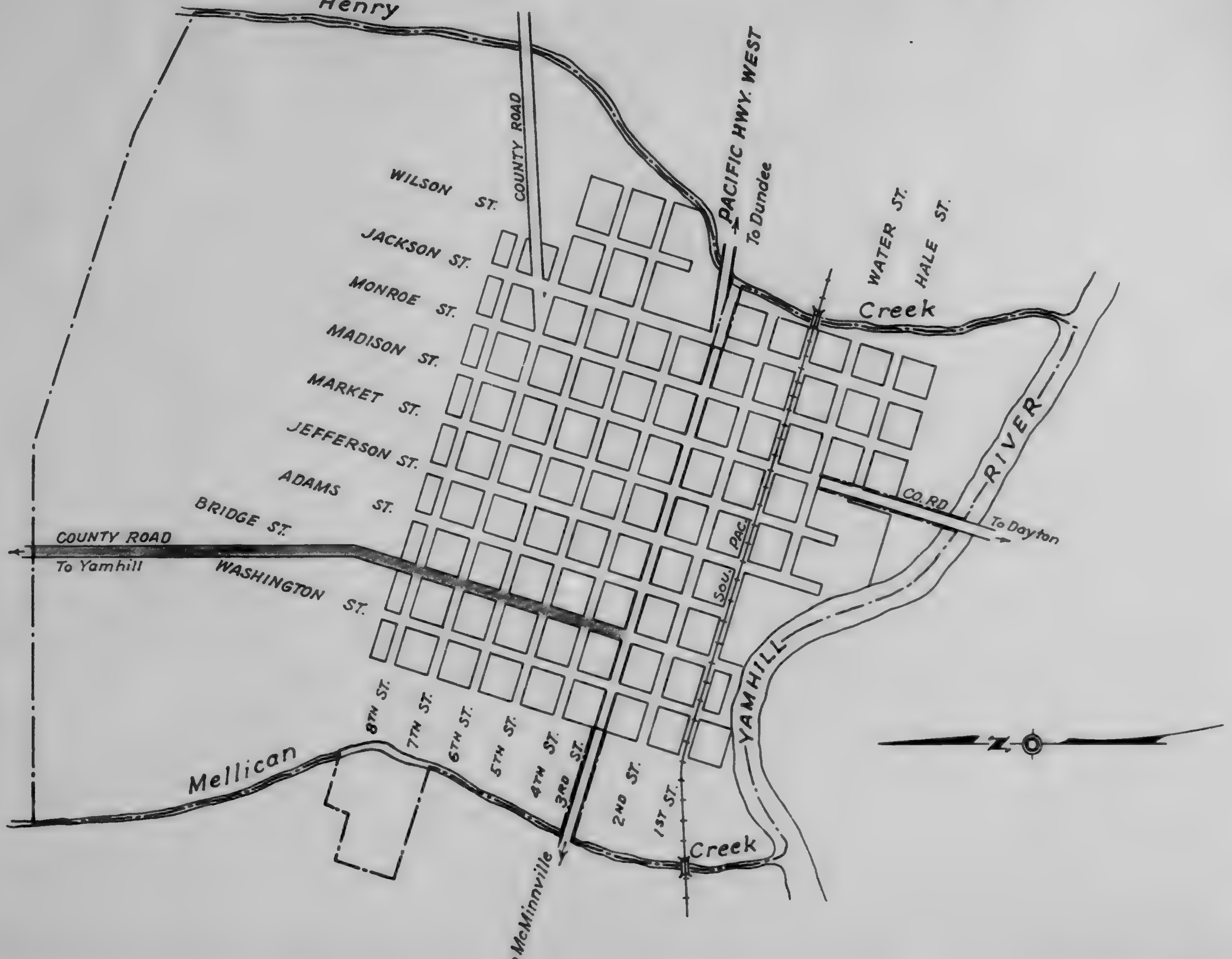
- - - - - - - - - - -

Bridge Street is used by log trucks and farm trucks. Street is in bad condition and needs improving.

Recommendation
Project qualifies and approval recommended.

LAFAYETTE

Scale: 1" = 800'



Rev. 9-21-49

[illegible] 10-25-[illegible]

[illegible]

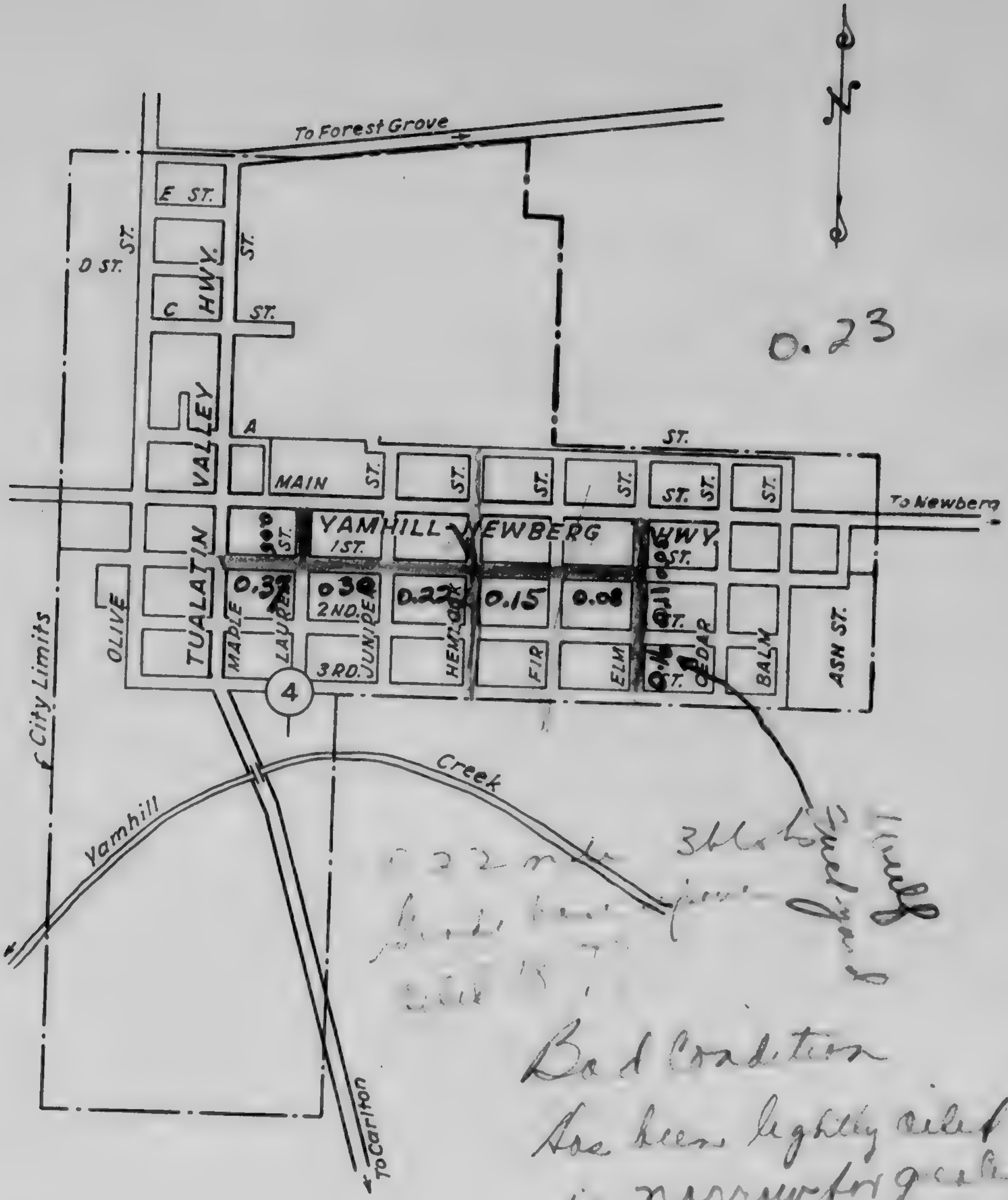
[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	11200.00
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	6⁰⁰	330.00
[illegible]			$12,940.00
[illegible]			1617.50
[illegible]			250.00
			$14,807.50

$1[illegible],000

10-4-51 Yamhill



3 blks [illegible]

Bad Condition
Has been lightly oiled
is narrow for grading, just

YAMHILL

Scale 1"=800'

Fuel yard principally for storage of trucks

3-27-51

Lafayette

[illegible] 10-3-51

Preliminary Estimate

East Main Street from S.P.R.R. easterly to Bridge a distance of approximately 0.42 mile

Place 3" of asphaltic concrete 40' in width from (R.R tracks to First Street, and)

2 Widen to 20' place additional base rock in widened portion and cover with 3" of Asphaltic Concrete 20' in width from First Street to Bridge

Adjust Manhole	7 each	$50.00	$350.00
Blader work	all	Lump	$500.00
3/4"-0 in shoulders	480 cyds	4.00	1920.00
Class 'B' Asphalt Conc.	1000 ton	10.00	10,000.00
RS 1 tack coat and seal	10 ton	70.00	700.00
Aggregate in seal	50 cyd	7.00	350.00
Preliminary Estimate of Construction			$13,820.00
12½% Engineering and Contingencies			1727.50
Preliminary Engineering			350.00
			$15897.50

$[illegible] mile

11-5-51

CARLTON

Preliminary Estimate

East Main Street from S.P.R.R. easterly to bridge, a distance of approximately 0.42 mile.

Place 3" of asphaltic concrete 40' in width from S.P. tracks to First Street, and widen to 20'; place additional base rock in widened portion and cover with 3" of asphaltic concrete 20' in width from First Street to bridge.

Item	Quantity		Unit Price	Total
Adjust manhole	7	each	$ 50.00	$ 350.00
Bumper work		all	Lump	500.00
3/4"-0 in shoulders	480	cu. yd.	4.00	1,920.00
Class B asphaltic concrete	1000	tons	10.00	10,000.00
RS-1 in tack and seal	10	tons	70.00	700.00
Aggregate in seal	50	cu. yd.	7.00	350.00

Preliminary Estimate of Construction	$13,820.00
12-1/2% Engineering & Contingencies	1,727.50
Preliminary Engineering	350.00
	$15,8[illegible]

Total Estimate: $16,000.00

ECA:MM
10/3/51

Application No. 45

CARLTON
Yamhill County
Population:
1940 - 864
1950 - 1,081
Division I

Previous Projects

1948: None
1949: None
1950: None
1951: None

Cost (Actual)

Proposed Project

1952: East Main Street from S.P.R.R. crossing easterly to bridge, a distance of approximately 0.42 mile. Place 3" of asphaltic concrete pavement 40' wide from R.R. tracks to First Street. Place base rock and 3" asphaltic concrete pavement from First Street to the bridge.

Cost (Estimated)

State	City	Total
$15,000.00	$ 1,000.00	$16,000.00

- - - - - - - - - - -

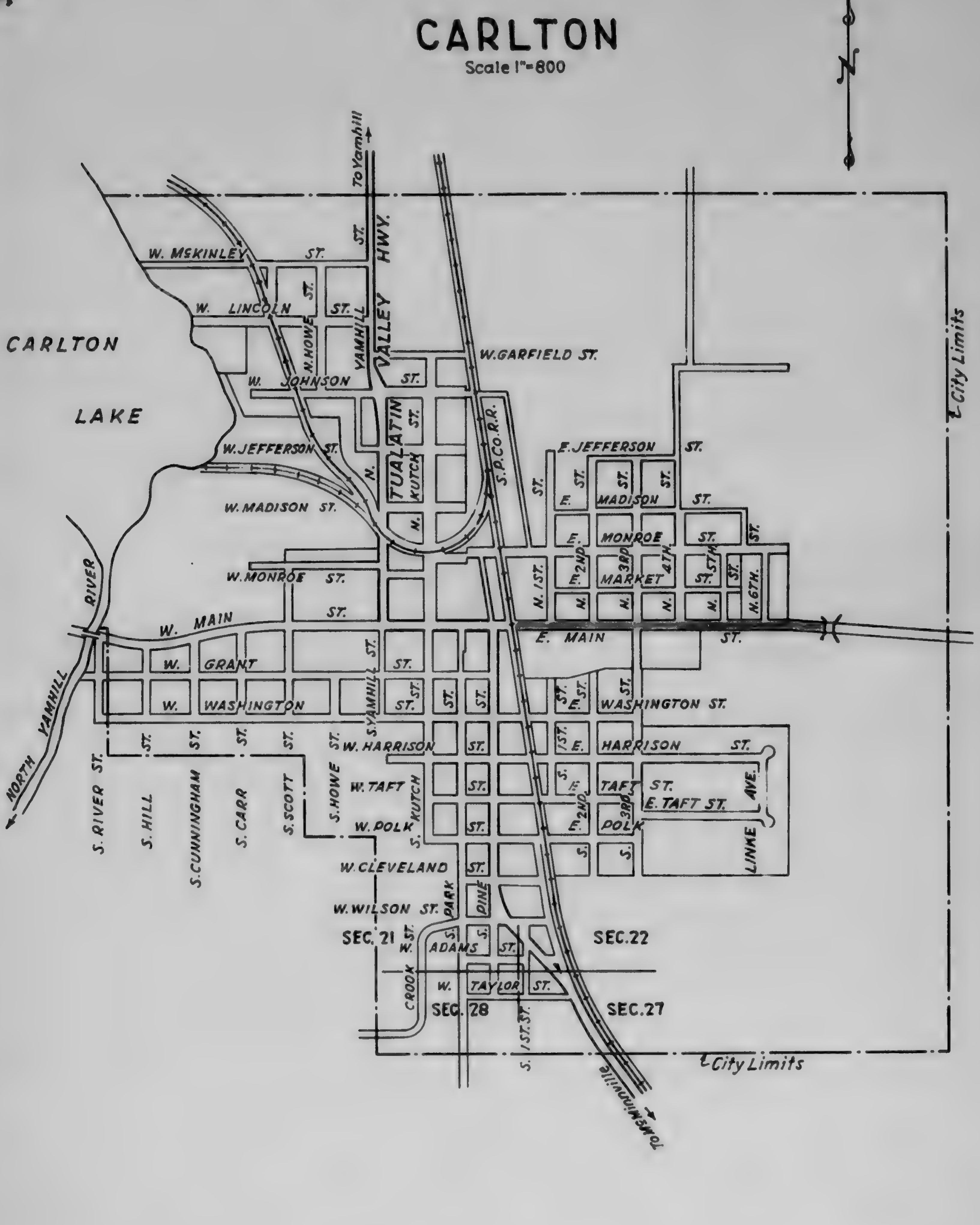
East Main Street is used by heavy industrial traffic. Investigation found very heavy use by log, lumber, and sawdust trucks as well as farm to market trucks.

Recommendation

This project qualifies and approval recommended.

CARLTON

Scale 1"=800



Rev. 8-30-'49

Canton 10-2-51

[illegible] Hugh Elliott and investigated streets called for in invitation.

West main Street from [illegible] Street to end. [illegible] Street [illegible] base of Portland Cement Concrete which has been covered with Asphaltic Concrete. PCC pavement was 16' wide the AC was placed 20' wide, the widened portion is showing edge failure.

East main Street is also PCC 40' wide, curbed, from RR to First Street badly broken up and have had a seal coat placed. This seal coat is loose and breaking away from PCC.
From First St to Fifth Street is PCC 16' wide cracked and spalling.
From Fifth to Bridge is Oilmat 16' to 20' wide heavily patched and in need of resealing

After investigation advised Mr. Elliott it would not be possible to repair both East and West main Street with the allowable funds and the city officials would have to decide on which end they desired to have repaired.
We contacted Mayor Wise and they decided on

East Main St.

This street is very heavily used by log and lumber, trucks and traffic taking short cut to Newberg.

Believe it qualifies for rebuild under the act.

H.C. Ayers

10-4-51

City officials Hugh Etter & Mayor Wise said to cut project down and start at bridge and come west as far as possible.

HCA

Form cc-50
Special City Allotment

8-27-51

RECEIVED
AUG 29 1951

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Yamhill is an incorporated city of the State of Oregon, and has a population of 538, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city,
Laurel from Main to First
Elm from Main to Third
First from Maple to Elm
including intersections

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Laurel from Main to First
Elm from Main to Third
First from Maple to Elm
including intersections

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Yamhill does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor R. J. Wulf as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 27th day of August, 1951.

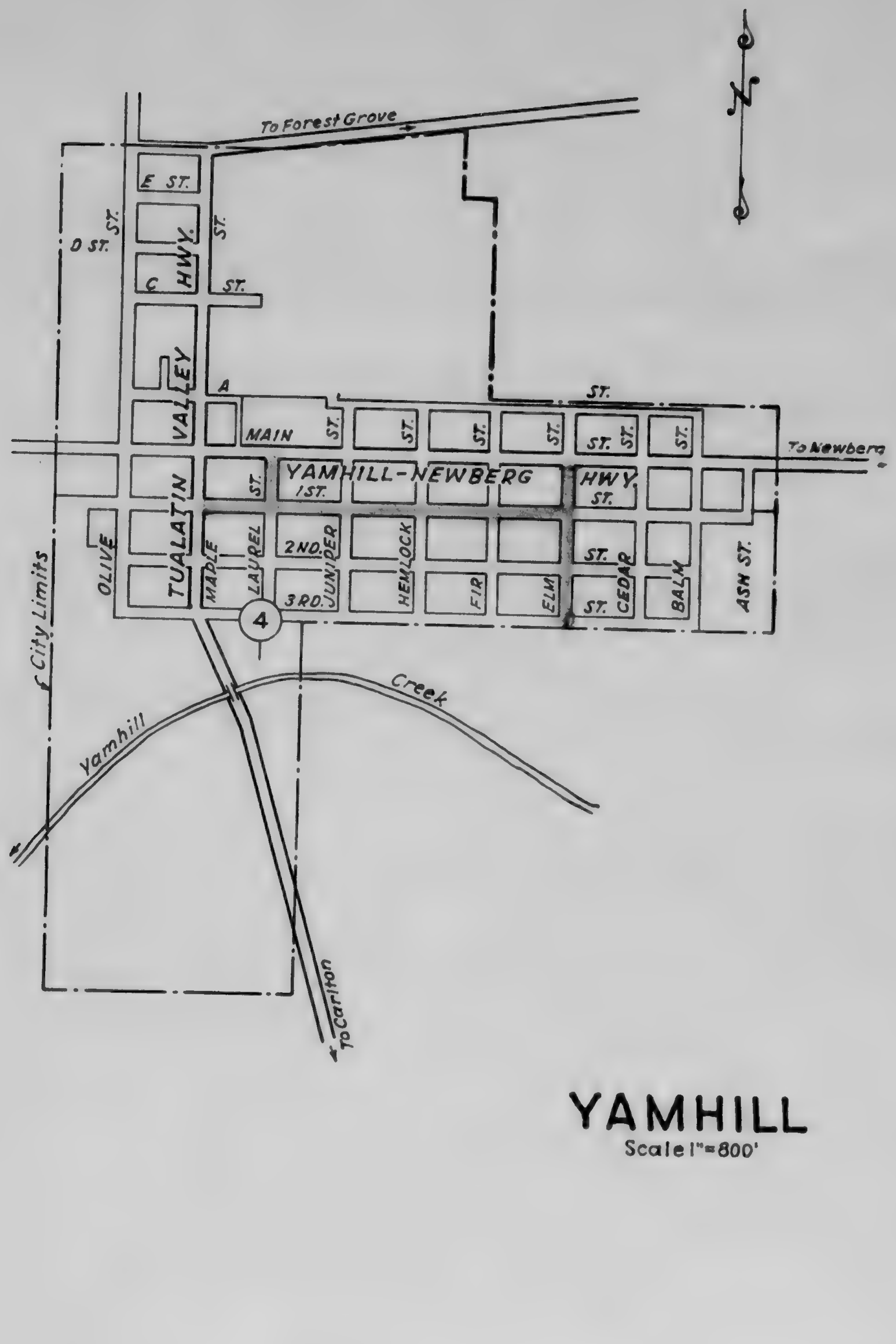
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Yamhill at a regular or special meeting of said council, held on the 27th day of August, 1951, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 27th day of August, 1951.

Hope Perry
City Recorder



YAMHILL

Scale 1" = 800'

3-27-51

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

6-18-51

RECEIVED
JUN 20 1951
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Carlton is an incorporated city of the State of Oregon, and has a population of 1078, as given by the latest official census, and

NOTED
Harold C. Ayers

NOTED
J. [illegible] HAGEMANN

WHEREAS, the following streets of said city,
West Main street.
East Main street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
West Main street from North Yamhill
to South Cunningham St.
East Main Street from R. R. to Bridge

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Carlton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Hugh Etter as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18t day of June, 1951.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

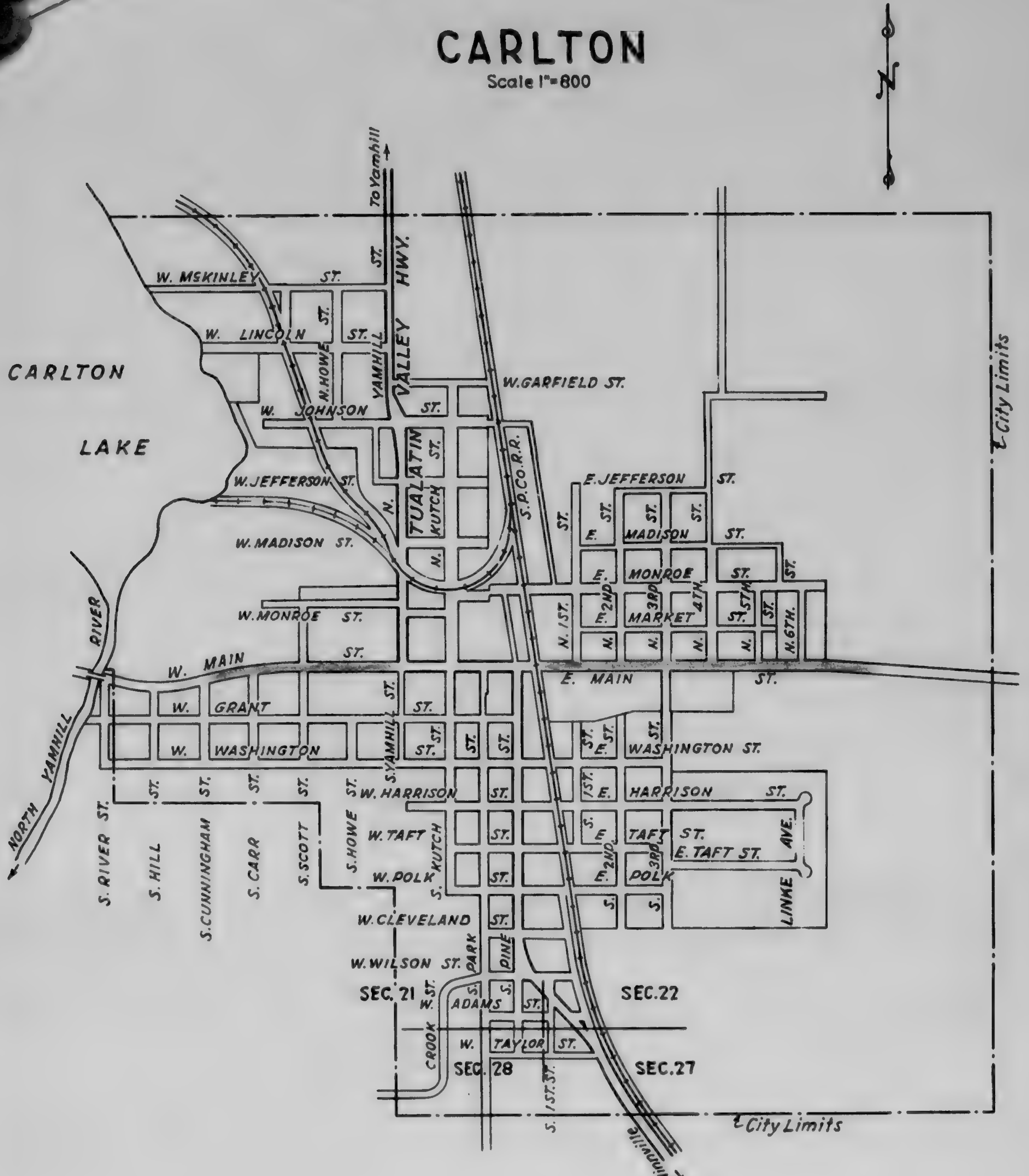
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Carlton at a regular or special meeting of said council, held on the 18t day of June, 1951, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 19t day of June, 1951.

Lala Cutes
City Recorder

CARLTON

Scale 1"=800



Rev. 8-30-49

CITY OF CARLTON
OFFICE OF THE RECORDER

CARLTON, OREGON

NOTED
J. W. CATTRALL

June 6th,1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The City of Carlton is interested in getting West Main street from North Yamhill, repaired and in shape again.

In 1947 or '48 the State highway Dept. repaired and put that street in fair condition, but due to the heavy increase in traffic over that street it hasnt held up.

We understand there is money available for such repair work, if we could obtain the necessary forms to fill out for such a project, we would immediately send them in, so that the State Highway Dept might take some action on it. There is a new bridge under construction at the end of this street, with the completion of this bridge it is going to increase the traffic over this street even more.

We would like very much to have this street repaired and fixed to take care of such heavy traffic, would you kindly advise us on this situation.

Very Truly Yours,
Lola Crites
City Recorder

Forms Sent 6-8-51

RECEIVED
JUN 8 1951
ENGINEER
COUNTY & CITY RELATIONS

Lafayette 5-8-51

Contacted Mayor Finnell and made investigation

Bridge Street is very heavily used by log trucks etc. Street is in bad condition both surface and drainage.

Mayor Finnell said he had contacted County Court and they will grade and construct ditches and place base rock and surfacing property owners and city will furnish culvert pipe.

State to place asphaltic concrete pavement 3" in depth 20 feet in width.

Project qualifies

HBG

Form cc-50
Special City Allotment

4-20-51

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the ~~City~~ Town of LAFAYETTE is an incorporated city of the State of Oregon, and has a population of 560, as given by the latest official census, and

NOTED
Harold C. A

cc-50

WHEREAS, the following streets of said city,

Bridge Street from Third Street (North) to City Limits;

Madison Street from Third Street (South) to Yamhill River Bridge

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Bridge Street from Third Street (North) to City Limits;

Madison Street from Third Street (South) to Yamhill River Bridge

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the ~~City~~ Town of Lafayette does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate W. R. Finnell as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of April, 19 51.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

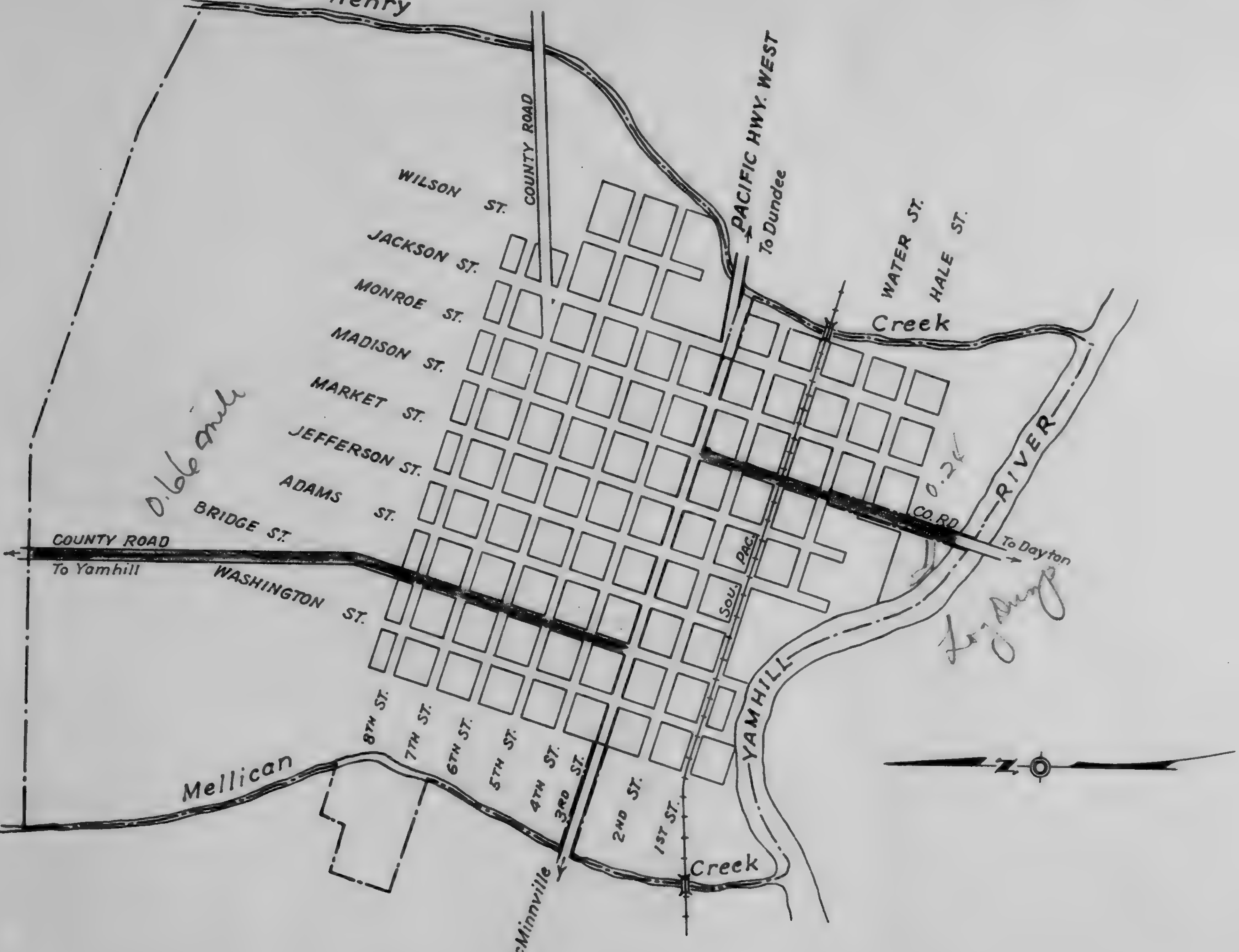
I hereby certify that the foregoing resolution was passed and approved by the City Council of the ~~City~~ Town of Lafayette at a regular or special meeting of said council, held on the 20th day of April, 19 51, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of April, 19 51.

Alice G. Flanigan
City Recorder

LAFAYETTE

Scale: 1" = 800'



Rev. 9-21-49

1.

CITY OF LAFAYETTE
April 10, 1951

NOTED
J. W. CATTRALL

Mr. John W. Cattrall, Engineer,
County and City Relations,
c/o State Highway Department,
P. O. Box 30,
Salem, Oregon

Dear Sir:

Please refer to letter of March 20th from R. H. Baldock, State Highway Engineer, regarding allocations to cities under 5,000 population, under Chapter 149, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws, 1949, to be spent upon streets not a part of the State highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic.

The City Council feels that it has one street which qualifies under the law, and would like to have an application to fill out. First, however, the council would like to have the opportunity to talk this matter over with you, or a representative from your office, and also on the subject of how best to spend the $2,027.39 State Tax Street Fund allocation.

The Street Committee heard that a man from the State Highway Commission would be sent out upon request, to meet with them, and together work out plans, and if this report is true, the members are eager to avail themselves of the opportunity.

Please let us know if such a meeting could be arranged, and if so, when it would be most convenient. Our members could best attend a meeting some evening, after five o'clock.

Yours very truly,

CITY OF LAFAYETTE
Alice G. Flanigan
By Mrs. Alice G. Flanigan, Recorder.

4-17-51
Gave them resolutions.

NOTED
Harold C. Ayers

Lafayette 4-17-51

As per the City's request in letter of 4-10-51 called on City official - Saw mayor - City Recorder and [illegible]

City official wished to use their street tax funds to purchase a patrol blade but after an investigation of the needs and also of their finances advised them it would not be profitable for them to own a blade as their need of a blade would be but a short time each year and the blade would stand idle most of year. Advised them to hire their work done

Also advised them their chief need was for drainage, as they had allowed property owners to fill up the ditches and crossings needed culverts. Street are well based and in good Condition and would need little maintenance if drainage were taken care of.

HGC

Gave them $50,000 resolution.

RRT-394(3) State Street, Mill Creek, 1972
& Market Road No. 4 Grade
#3407 Separations.

RECEIVED
SEP 2[illegible] 1955
FOR FILING

[illegible]

3707

September 19, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of project agreement estimate, revised to include work by the Southern Pacific R.R. Co.'s forces on the State Street (Structures)-Battle Creek Section, Project No. RFI-324(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWH:ia

Encl.

Oregon State Highway Department

Federal Aid Project
No. BFI-324 (3)

STATE STREET (STRUCTURES)-BATTLE CREEK SECTION OF THE PACIFIC HIGHWAY EAST (SALEM BY-PASS) IN MARION COUNTY

(Revised estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 19, 1955

Type Code X221
State Street Overcrossing (Sta. 251+75.60 to 253+19.60) (Contract No. 3707)

240	cu. yds.	Structural Excavation	$ 7.00	$ 1,680.00
10	cu. yds.	Structural Excavation Below Elevation Shown	15.00	150.00
320	cu. yds.	Class "A" Concrete	60.00	19,200.00
77,000	lbs.	Metal Reinforcement	0.105	8,085.00
				$ 29,115.00

Type Code X021
Mill Creek Bridge (Sta. 367+45.48 to 368+88.52) (Contract No. 3707)

All Required		Shoring, Cribbing, Etc.		$ 4,000.00
360	cu. yds.	Structural Excavation	$ 7.00	2,520.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
310	cu. yds.	Class "A" Concrete	62.00	19,220.00
72,000	lbs.	Metal Reinforcement	0.105	7,560.00
				$ 33,450.00

Type Code X221
Market Road No. 56 (Sta. 406+81.21 to 407+81.79) (Contract No. 3707)

All Required		Grading of Market Road 56		$ 500.00
240	cu. yds.	Structural Excavation	$ 7.00	1,680.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
1,720	lin. ft.	Furnish Treated Piling	1.90	3,268.00
64	only	Drive Piles	40.00	2,560.00
230	cu. yds.	Class "A" Concrete	60.00	13,800.00
47,000	lbs.	Metal Reinforcement	0.105	4,935.00
				$ 26,843.00

Type Code X221
Turner Road Overcrossing (Sta. 385+58 to 386+68) (Contract No. 3710)

All Required		Shoring, Cribbing, Etc.		$ 2,000.00
330	cu. yds.	Structural Excavation	$ 5.00	1,650.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
260	cu. yds.	Class "A" Concrete	60.00	15,600.00
56,000	lbs.	Metal Reinforcement	0.10	5,600.00
				$ 24,950.00

Type Code X121
Southern Pacific Main Line Overcrossing (Sta. 389+84.9 to 391+34.9) (Contract No. 3710)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
300	cu. yds.	Structural Excavation	$ 5.00	1,500.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
340	cu. yds.	Class "A" Concrete	60.00	20,400.00
76,000	lbs.	Metal Reinforcement	0.10	7,600.00
				$ 34,600.00
All Required		Work Performed by Southern Pacific R.R. Co's. Forces		25,113.11
				$ 37,113.11

Concrete Box Culvert (Sta. 390+00.7) (Contract No. 3710)

40	cu. yds.	Structural Excavation	$10.00	$ 400.00
94	cu. yds.	Class "A" Concrete	60.00	5,640.00
18,000	lbs.	Metal Reinforcement	0.10	1,800.00
				$ 7,840.00

Type Code X021
Mill Creek Overflow Bridge (Sta. 316+62 to Sta. 317+62) (Contract No. 3870)

200	cu. yds.	Structural Excavation	$10.00	$ 2,000.00
10	cu. yds.	Excavation below Elevation Shown	15.00	150.00
200	cu. yds.	Class "A" Concrete	60.00	12,000.00
45,000	lbs.	Metal Reinforcement	0.105	4,725.00
				$ 18,875.00

Type Code X221
Boone Road Overpass (Sta. 431+37.23 to Sta. 432+47.23) (Contract No. 3870)

520	cu. yds.	Structural Excavation	$11.00	$ 5,720.00
10	cu. yds.	Excavation below Elevation Shown	15.00	150.00
340	Lin. ft.	Furnish Treated Piling	2.00	680.00
10	only	Drive Piles	60.00	600.00
260	cu. yds.	Class "A" Concrete	62.00	16,120.00
53,000	lbs.	Metal Reinforcement	0.105	5,565.00
90	lin. ft.	6-inch Metal Drain Pipe	2.00	180.00
				$ 29,015.00

Type Code X721
Pringle Road Undercrossing (Sta. 486+17.19) (Contract No. 3870)

290	cu. yds.	Structural Excavation	$ 7.00	$ 2,030.00
10	cu. yds.	Excavation below Elevation Shown	20.00	200.00
400	lin. ft.	Furnish Treated Piling	2.00	800.00
16	only	Drive Piles	50.00	800.00
540	cu. yds.	Class "A" Concrete	60.00	32,400.00
124,000	lbs.	Metal Reinforcement	0.105	13,020.00
360	sq. yds.	Concrete Slab Riprap	5.00	1,800.00
50	lin. ft.	6-inch Metal Pipe	2.00	100.00
				$ 51,150.00

Type Code X221
Battle Creek Grade Separation (Sta. 535+10 to Sta. 536+50) (Contract No. 3870)

110	cu. yds.	Structural Excavation	$ 7.00	$ 770.00
10	cu. yds.	Excavation below Elevation Shown	10.00	100.00
1,300	lin. ft.	Furnish Treated Piling	1.90	2,470.00
52	only	Drive Piles	45.00	2,340.00
290	cu. yds.	Class "A" Concrete	60.00	17,400.00
62,000	lbs.	Metal Reinforcement	0.105	6,510.00
360	sq. yds.	Concrete Slab Riprap	5.00	1,800.00
50	lin. ft.	6-inch Metal Drain Pipe	3.00	150.00
				$ 31,540.00

Subtotal	$289,891.11
Engr. & Cont.	26,224.69
Total	$316,115.80

Length of Structures 0.189 mile

Federal Funds- -	$195,000.00
State Funds- -	121,115.80
	$316,115.80

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 529, laws 1951.
State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
JUL 15 1953
FOR FILING

BF1-294(3)

37-7

July 13, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on June 25, 1953, had under discussion your request for an extension of time of 30 days, from April 30 to May 30, 1953, within which to complete your contract No. 3707 for the State Street, Mill Creek and Market Road 56 Crossings of the Pacific Highway East in Marion County.

I am pleased to inform you the the Commission granted your request without penalty. The Highway Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 8, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
BF-1- [illegible] 3707	10-final	TOM LILLEBO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12559	B-70567	$ 10,051.82	July 7, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: April 30, 1953

Time Extensions: to May 30, 1953

Completion Date: May 28, 1953

Date Accepted: June 25, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-8-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 9 [illegible]
AA Wicklander

NOTED ON CARD
7-8-53

This is the one Mr. Lewis talked to HBG about releasing on 7-8 to which he gave his consent. However we held it until 7-9 W

RECEIVED
[illegible] 53
FOR FILING

[illegible]

[illegible]

June 30, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3707 for State Street, Mill Creek and Market Road 56 Crossings of Pacific Highway East in Marion County was completed by the contractor, Tom Lillebo, on May 28 and was formally accepted by the Highway Commission on June 25, 1953.

Final payment in the amount of $10,051.82 will be released to the contractor on or after July 10, 1953. The total contract amount is $90,558.72 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 8 - 1953
FOR FILING

June 2, 1953

Request for extension of time
No. 4
June 25 and 26 meeting.

Oregon State Highway Commission

Gentlemen:

Re: State Street, Mill Creek, and
Market Road 56 Crossings
Contract 3737
Tom Lillebo, Contractor

Tom Lillebo, contractor for the structures carrying the Salem By-Pass over State Street, Mill Creek, and Market Road 56, Contract 3737, has requested an extension of time from April 30 to May 30, 1953, in which to complete the work on the project. The project was completed prior to the contract completion date of April 30 with the exception of a small amount of surface finish. Because of continued rain, the surface finish was postponed until suitable weather. No inconvenience has been caused to traffic, nor has additional engineering been incurred.

We would recommend that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gm

RECEIVED
MAY 29 1952
FOR FILING

3707

May 28, 1952

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3707, which was awarded to you on April 23, 1952 by the State Highway Commission, covering State Street, Mill Creek and Market Road 56 crossings on the Pacific East Highway in Marion County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
1952
FOR FILING

3707

April 30, 1952

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on April 22nd accepted your proposal to construct three reinforced concrete grade separation structures on the Salem By-pass Section of the Pacific Highway East in Marion County for the sum of $89,408.00, and awarded contract No. 3707 to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

This confirms our telephone call of this morning to your office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. M. Fransee
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

RECEIVED
FOR FILING

FORM E-30 25M 6-51 46713
Const
Fed Aid
Prog & Surv

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1952

SUBJECT: State St. & Market Road No. 56 Overcrossing

To:

W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Confirming our telephone conversation as of yesterday, this is to advise that as far as the Right of Way Department is concerned, the State Street and Market Road No. 56 overcrossings and the Mill Creek Bridge on the South Unit of the Salem By-Pass Section may be awarded.

FORREST COOPER
RIGHT OF WAY ENGINEER

By: R. L. Porter
R. L. Porter
Ass't. Right of Way Engineer

RLP:rmw

RECEIVED
APR 25 1952
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
BFI-324(3)
[illegible]

April 23, 1952

RECEIVED
1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of way have been acquired for construction of the State Street, Mill Creek and Market Road No. 56 structures on Oregon Project BFI-324(3), Salem By-pass Section of the Pacific Highway East, we hereby concur as of this date in award of contract to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $89,408.00 at the April 22, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 1 1952
FOR FILING

[illegible]

[illegible]

April 23, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Mr. Polk:

May we have your concurrence in the award today of the contract for the construction of the State Street, Mill Creek, and Market Road No. 56 structures on the Salem By-pass of the Pacific Highway, F.A.P. BFI-324 (3), to Tom Lillebo of Reedsport, Oregon on the basis of his bid in the amount of $89,408 submitted on April 22, 1952.

All rights of way required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc Mr. G. S. Paxson

231-1773 Elgin (Baltimore St. & 1952
15th Ave.) Paving Project.

File.

Form A-191—

OREGON STATE HIGHWAY DEPARTME

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
J. F. HAGEMANN

Address invoice to:

City of Elgin

Elgin, Oregon

Attention of Mr. A. P. Miller, City Recorder

Request No. (assigned by staff engineer or head of division) cc-36

Date 3/9/53

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Agreed City of Elgin share 1952 Special City Allotment project costs for paving Baltimore Street; covered by agreement dated April 22, 1952. City to pay all costs over $15,000.

Itemized Statement:

Quantity	Unit	Description		Unit Price	Amount
		Final Cost			
		Survey	$ 17.56		
		Contract Items	16,469.86		
		Construction Engineering	749.33		
		Total Cost	$17,236.75		
		Less Agreed State Share	15,000.00		
		Agreed City Share			$2,236.75

Has payer made payment for this service?

If so, what is amount of payment? $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? $ 2,500.00

Is this a partial or final request for billing?

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests $

Also give number of last previous request

Credit distribution:

331-1703-299

Submitted by:

John F. Hagemann

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

RECEIVED
APR 7 1953
FOR FILING

[illegible]

3777

December 31, 1952

Dixon and Burleigh
Attorneys at Law
West-Jacobson Building
La Grande, Oregon

Attention: Mr. R. D. H. Swindley

Gentlemen:

We have your letter of December 30 concerning the claim of Eugene A. Smith against H. J. and H. W. Miller in the sum of $914.40 for overtime wages in connection with the Millers' subcontract for supplying crushed rock near Elgin.

State Highway Contract No. 3708 was awarded to H. J. and H. W. Miller for paving of Baltimore Street and 15th Avenue in Elgin. The surety on this contract was the Aetna Casualty and Surety Company through Baker Insurance Agency, Inc., 1923 Washington, Baker, Oregon. The contract was completed September 8, accepted by the Commission on October 20, and final payment mailed December 17, 1952; however, the Mill rs were the principals, not the subcontractors on this job.

C. E. Leseberg, 211 Ennis Avenue, Nyssa, Oregon, also was awarded a contract, No. 3736, for rock production on the Elgin Section of the Wallowa Lake and Weston-Elgin highways. This contract was completed November 18 and accepted by the Highway Commission November 24, 1952. We do not know if the Millers performed any subcontracting on this job or not.

So that we may identify accurately the contract to which the claim pertains, can you provide us with more information in order that we can advise the proper surety and contractor that the claim has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

H. E. DIXON
S. H. BURLEIGH
R. D. H. SWINDLEY

DIXON & BURLEIGH
ATTORNEYS AT LAW
WEST-JACOBSON BUILDING
LA GRANDE, OREGON

December 30, 1952

REFERRED TO [illegible]
BY SECRETARY
[illegible]

State Highway Commission
Salem, Oregon

re: Hubert A. Smith

Dear Sirs:

Mr. Hubert A. Smith of Wallowa, Oregon, for whom we act, has a claim for $914.40 overtime wages due and owing to him by H. J. and H. W. Miller of Joseph, Oregon, in connection with their subcontract for supplying crushed rock for the road construction near Elgin.

Will you please inform us whether the Millers, or a Russell Olson of Pendleton, Oregon, put up a performance bond, and we would appreciate the date and amount and particulars of the bond.

This letter should be regarded as a notice of claim by Mr. Smith against any such bond.

Your earliest convenient reply will be appreciated.

Yours faithfully,

DIXON, BURLEIGH & SWINDLEY

by: RDH Swindley
R. D. H. Swindley

3736 - Leeberg
3708 - Hy. [illegible]
3528

RDHS/mw

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) Dec. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
331-1703 3708	4-final	H. J. & H. W. Miller

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22946	R-55584	$ 406.70	12/15/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1952

Time Extensions: None

Completion Date: Sep. 8, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-16-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 17
A. A. Wicklander

12-17-52

November 14, 1952

Mr. A. P. Miller
City Recorder
Elgin, Oregon

Dear Sir:

This is to advise that Contract No. 3708 with H. J. and H. W. Miller for paving on the Elgin (Baltimore Street and 15th Avenue) City Street Section was completed September 8, 1952, and accepted by the Highway Commission October 20, 1952.

Under the terms of the agreement between the City of Elgin and the State Highway Commission dated April 22, 1952, the City assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, September 8, 1952.

As soon as final costs are available an adjustment on the City's share in the final cost of the project will be made to the City.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:[illegible]

RECEIVED
FOR FILING

[illegible]

[illegible]

October 24, 1952

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 3708 for work performed on City Streets in Elgin (Baltimore St., & 15th Avenue) in Union County was completed by the contractor, H. J. & H. W. Miller, on September 8, 1952 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $406.70 will be released to the contractor on or after November 3, 1952. The total contract amount is $16,469.86, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts dues of demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]

cc - The Aetna Casualty & Surety Co.
Baker Insurance Agency, Inc.
1923 Washington
Baker, Oregon

NOTED ON CARD.
10-24-52, JL

RECEIVED
SEP 30 1952
FOR FILING

11-17
[illegible]

September 30, 1952

The Aetna Casualty & Surety Co.
Portland Service Department
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to H. J. & H. W. Miller on contract No. 3708, for paving on the Elgin (Baltimore St. & 15th Avenue) City Streets Section in Union County.

This payment, in the amount of $2,896.01, will be released to the contractor on or after October 10, 1952. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Baker Insurance Agency, Inc.
1923 Washington St.
Baker, Oregon

NOTED ON CARD
9-30-52, gf

Form E-1

331-1703

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 12, 1952

Section Elgin (Baltimore & 1 th. St.

Kind of work Grading and Paving

Highway Elgin City Streets

Section prefix 331-1703

Contractor E. J. & H. W. Miller

Contract number 3708

Date of contract April 15, 1952

Date of completion Sept. 15, 19 2

Date work started July 15, 1952

Estimated date of completion Sept. 8n, 1952

Amount of contract $15, 30.00

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $16, 63

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $535.73, %

Date project was completed Sept. 8, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent Sem-final estimat to division office Sept. 12, 1952

NOTED
F. G. SMITH

RECEIVED
SEP 16 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed M. A.

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.42	0.42			
Miles partially completed					
Miles completed	0.42	0.42			
Total estimated quantities	1,468	941			
Estimated quantities moved or placed to date	"	"			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	one	one			
Hours per shift	9	9			
Average force on project for week	10	18			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
MAY [illegible] 1952
FOR FILING

[illegible]

3708

May 28, 1952

H. J. & H. W. Miller
218 Bridge St.
Baker, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3708, which was awarded to you on April 30, 1952 by the State Highway Commission for paving on the Elgin (Baltimore St. & 15th Ave.) Section in Union County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

NOTED
J. W. CATTRALL

May 5, 1952

NOTED
Harold C. Ayers

Mr. A. P. Miller
City Recorder
Elgin, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of Warrant No. 1598 in the amount of $2,500 representing an advance deposit made by the City of Elgin on its share in the estimated cost of the proposed $250,000 City Allotment project on Baltimore Street and 15th Avenue.

On April 30, the Highway Commission awarded Contract No. 3708 to H. J. & H. W. Miller of Baker for the surfacing and paving of the above project. The work performed under this contract is to be completed not later than September 15, 1952.

Enclosed for your information is a copy of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

CITY OF ELGIN
ELGIN, OREGON

Har[illegible] [illegible]yers

April 28,1952

John W. Catrall
Engineer
City and County Relations
Salem, Oregon.

Dear Sir:

Enclosed you will find warrant #1598 in the amount of $2500.00 as a deposit for project of paving on Baltimore Street and 15th Avenue.

Please send necessary forms for application for State aid in highways for next year.

Very truly yours,
AP Miller
A.P. Miller
City Recorder

Forms sent
Ap. 30, 1952

RECEIVED
APR 29 1952
ENGINEER
COUN[illegible]IONS

RECEIVED
[illegible]
FOR FILING

[illegible]

3708

April 30, 1952

H. J. and H. W. Miller
218 Bridge Street
Baker, Oregon

Gentlemen:

The State Highway Commission on April 21 accepted your proposal for the Elgin (Baltimore Street and 15th Avenue) Paving Project in Union County for the sum of $15,330, and awarded contract No. 3708 to you subject to concurrence by the City of Elgin and provision by said city of funds for the cost of the project in excess of $15,000. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

Enclosed is a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. M. Franswa
H. G. Smith
S. H. Probert
Goldie Lewis

RECEIVED
FOR FILING

[illegible]-1703

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 30, 1952
11:00 a.m.

R. J. and E. W. Miller
218 Bridge Street
Baker, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Elgin Paving Project in Union County for which you submitted low bid on April 21. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
C. W. Head
Accounting (5001-900)
Files

RECEIVED
APR
FOR FILING

FORM E-30 25M 3-51 47190

331-1193

3708

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1952

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Herewith from the City of Elgin Warrant #1598 in the amount of $2,500 representing the city's advance deposit on its share of the estimated cost of the proposed $250,000 City Allotment project in the City of Elgin.

Check to Acctg div
4-30-52

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. C. H. Maison

RECEIVED
FOR FILING
331-1703
#2108

April 26, 1952

Mr. A. P. Miller, City Recorder
City Hall
Elgin, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Elgin covering the improvement of Baltimore Street from O.W.R. & N. Railroad crossing to 15th Street, 15th Street from Baltimore Street to Division Street, a distance of approximately 0.42 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
J. W. CATTRALL

April 23, 1952

Mr. A. P. Miller
City Recorder
Elgin, Oregon

Dear Sir:

On April 21 the State Highway Commission received a low bid on the Baltimore Street and 15th Avenue Special City Allotment Project in the City of Elgin. This bid was made by H. J. and H. W. Miller and the estimated cost based on this bid is as follows:

Contract Items	$15,330.00
Engineering & Contingencies (12½%)	1,916.25
Survey	350.00
Total	$17,596.25

If the City wishes to proceed with the project, an advance deposit of $2,500 will be required at this time. Please take this matter up with the City Council and, if the Council approves, make the advance deposit by means of a certified check payable to the Oregon State Highway Commission. Your immediate attention to this matter is requested, as award of a contract cannot be made until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. P. HAGEMANN

NOTED

REX O. ROULET, MAYOR

A.P.MILLER, RECORDER

CITY OF ELGIN

ELGIN, OREGON

November 9,1951

Harold C. Ayers
Field Engineer
City County Relations
Oregon State Highway Comm.
Salem,Ore.

Dear Mr. Ayers

The City Council of the city of Elgin,Ore.,have authorized me City Recorder to accept the paving as applied for previously and also apply City Street funds up to the amount of $ 1000.00 to help extend this project.

Sincerely Yours,

A.P. Miller

A.P.Miller
City Recorder

[illegible]

[illegible]

[illegible]

Preparation of base	0.42 mile	$500.00	$210.00
3/4" Stone leveling Course	525 yds	3.25	1706.25
Sprinkling	20 M gal	4.00	80.00
R.C. [illegible] Course	8 tons	70.00	560.00
3/4" Stone on binder Course	40 yds	4.00	160.00
Class B Asphaltic Concrete	900 tons	11.00	9900.00
R.C. in seal Coat	5 tons	70.00	350.00
Aggregate in seal coat	30 yds	7.00	210.00
Preliminary estimate of Construction			$13,176.25
12½% Engineering and Contingencies			1647.03
Preliminary Engineering			350.00
			$15,173.28

$15,200.00

Elgin

Preliminary Estimate

Baltimore Street from [illegible] R.R. Crossing to 15th Ave
15th Ave from Baltimore to Division
a distance [illegible] 0.42 mile

Plan [illegible] Leveling Course 24' wide Asphaltic Concrete
3" 20 wide

3/4"-0 in leveling Course & shoulders	500 cu yds	$3.25	1625.00
[illegible]	20 M. gal	4.00	80.00
Preparation of base	0.42 mile	500.00	210.00
R.C. 2 in [illegible]	8 tons	70.00	560.00
3/4"-0 in Binder Course	40 cu yds	4.00	160.00
Class B A.C.	900 ton	11.00	9900.00
R.S. 1 in seal	5 tons	70.00	350.00
Aggregate in seal	30 cu yds	7.00	310.00
			$13,195.00
17,190			1649.38
			350.00
$15,200 by [illegible]			15,194.38

44

9-13-51

ELGIN

Preliminary Estimate

Baltimore Street from C.W.R. & N.RR. Crossing to 15th Avenue, 15th Avenue from Baltimore Street to Division Street, a distance of approximately 0.42 mile.

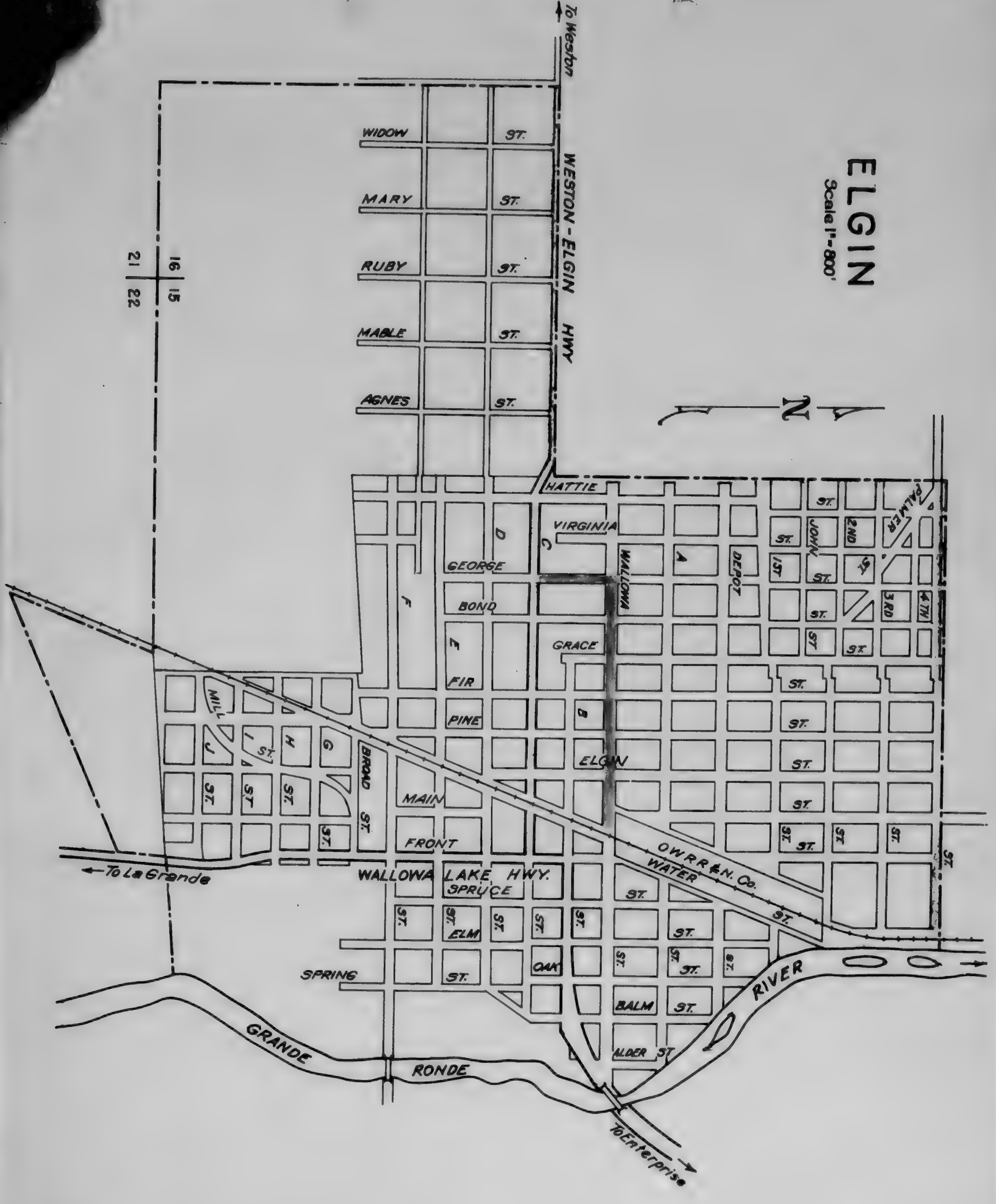
Place leveling course 24' wide, 3" asphaltic concrete pavement 20' wide.

Item	Quantity		Unit Price	Total
Preparation of base	0.42	mile	$ 500.00	$ 210.00
3/4"-0 in leveling course	525	cu. yd.	3.25	1,706.25
Sprinkling	20M	gal.	4.00	80.00
RC-2 in binder course	8	tons	70.00	560.00
3/4"-0 in binder course	40	cu. yd.	[illegible]	[illegible]
Class B asphaltic concrete	900	tons	[illegible]	9,[illegible]
RC-[illegible] in seal coat	5	tons	70.00	350.00
Aggregate in seal coat	3[illegible]	cu. yd.	7.00	[illegible]

Preliminary Estimate of Construction	$13,17[illegible]
12 1/2% Engineering & Contingencies	1,647.[illegible]3
Preliminary Engineering	3[illegible]
	$1[illegible]

Total Estimate: $15,200.00

ECA:MM
9.13.51


ELGIN
Scale 1"=800'
N
To Weston
WESTON-ELGIN HWY
WIDOW ST.
MARY ST.
RUBY ST.
MABLE ST.
AGNES ST.
16
15
21
22
HATTIE
VIRGINIA
GEORGE
BOND
GRACE
FIR
PINE
ELGIN
MAIN
FRONT
WALLOWA
DEPOT
A
B
C
D
E
F
G
H
I ST.
J ST.
MILL
BROAD ST.
1ST.
JOHN
2ND ST.
3RD
4TH
PALMER
ST.
OWRR&N. Co.
WATER ST.
WALLOWA LAKE HWY.
To La Grande
SPRUCE
ELM
OAK
SPRING ST.
BALM ST.
ALDER ST.
GRANDE RONDE RIVER
To Enterprise

$250,000 '52

Rep-Toulet

Elgin 1-31-51

Called on A. P. Miller City Recorder and with him went over streets called for in Resolution, found all street names had been officially changed some two years ago.

After investigation of streets advised Mr. Miller that as the first estimate we could spend being $15,000 the city would have to either be satisfied with the repair of a portion of their request or the city would have to pay for any cost above $15,000. He said he thought the city could raise some funds but he did not know how much, and as the mayor and Street Committee were out of town could not at this time give me any kind of answer, except to start at R.R. and go west.

As I had to be in Stanfield at 8 in the evening could not wait.

Baltimore Street is heavily travelled there is one planing mill on Baltimore and two saw mills on Division the logs come from the east and trucks leave the Highway at Bridge entering town and go down Baltimore to 17th & 15th Street to save the turns on Highway.

Street is fairly well based but city says they cannot hold the surface because of the added loads being carried on street.

Will call you when I go to Division 5.

HCh.

Elgin

230
1150
[illegible]

2800
24
[illegible]

[illegible] 59
62
206
400

21900
1125
1015
[illegible]

Bitulithic from RR to 15th
15th fr. [illegible] to Duncan

~~Excavation~~	~~800~~	~~1~~	~~800~~
~~3" [illegible]~~	~~400~~	~~300~~	~~1200~~
3/4 —	500 cyds	5.00	2500
Sprinkle	20 m gal	4.00	80
[illegible]	042	500.	210
[illegible]	5 ton	70	350
[illegible]	20 cyd.	5.00	100
[illegible]	900 tons	12.00	10800
Seal [illegible]	8 ton	70.00	560
Aggregate [illegible]	4 cyds	6	240
			14,840.00
			1855.00
			350.00
			17,045.00

[illegible] to high [illegible] not needed.

[illegible] do not use — 70

2800
20
56000

[illegible]
3
[illegible]

5280
53
15840
26400
279840

17.236
3
51,[illegible]

5280
0.43
15840
21120
2270.4

920
920
8 10,120

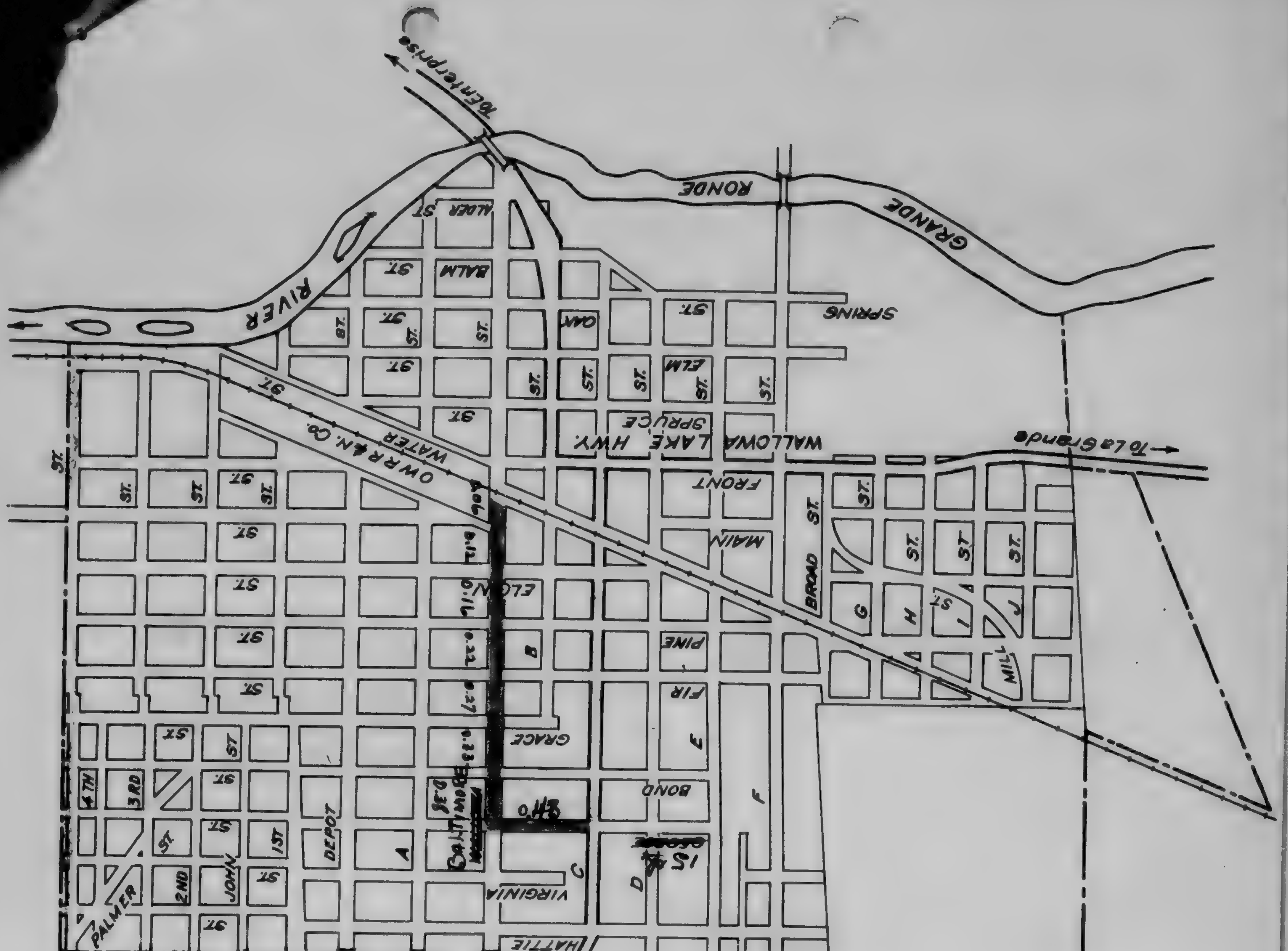
Elgin
QR Xing to 17th 0.43
17th to Highway 0.10

2270
20
45400

.01824
45400
729600
1120
7296
828.09600
90
[illegible]

01824
56000
10944000
9120
[illegible]21.44000
120
41

base good to 17th
17th made base
no drainage, no place
to drain
no culverts -



ELGIN
Scale 1"=800'

Application No. 44

ELGIN
Union County
Population:
1940 - 997
1950 - 1,223
Division V

Previous Projects
1948: None
1949: None
1950: None
1951: None

Cost (Actual)		
State	City	Total

Proposed Project
1952: Place leveling course and 3" asphaltic concrete pavement 20' wide on Baltimore Street from O.W.R. & N. Railroad crossing to 15th Street and on 15th Street from Baltimore Street to Division Street, a distance of approximately 0.42 mile. City to grade and place base rock.

Cost (Estimated)		
State	City	Total
$15,000.00	$ 200.00	$15,200.00

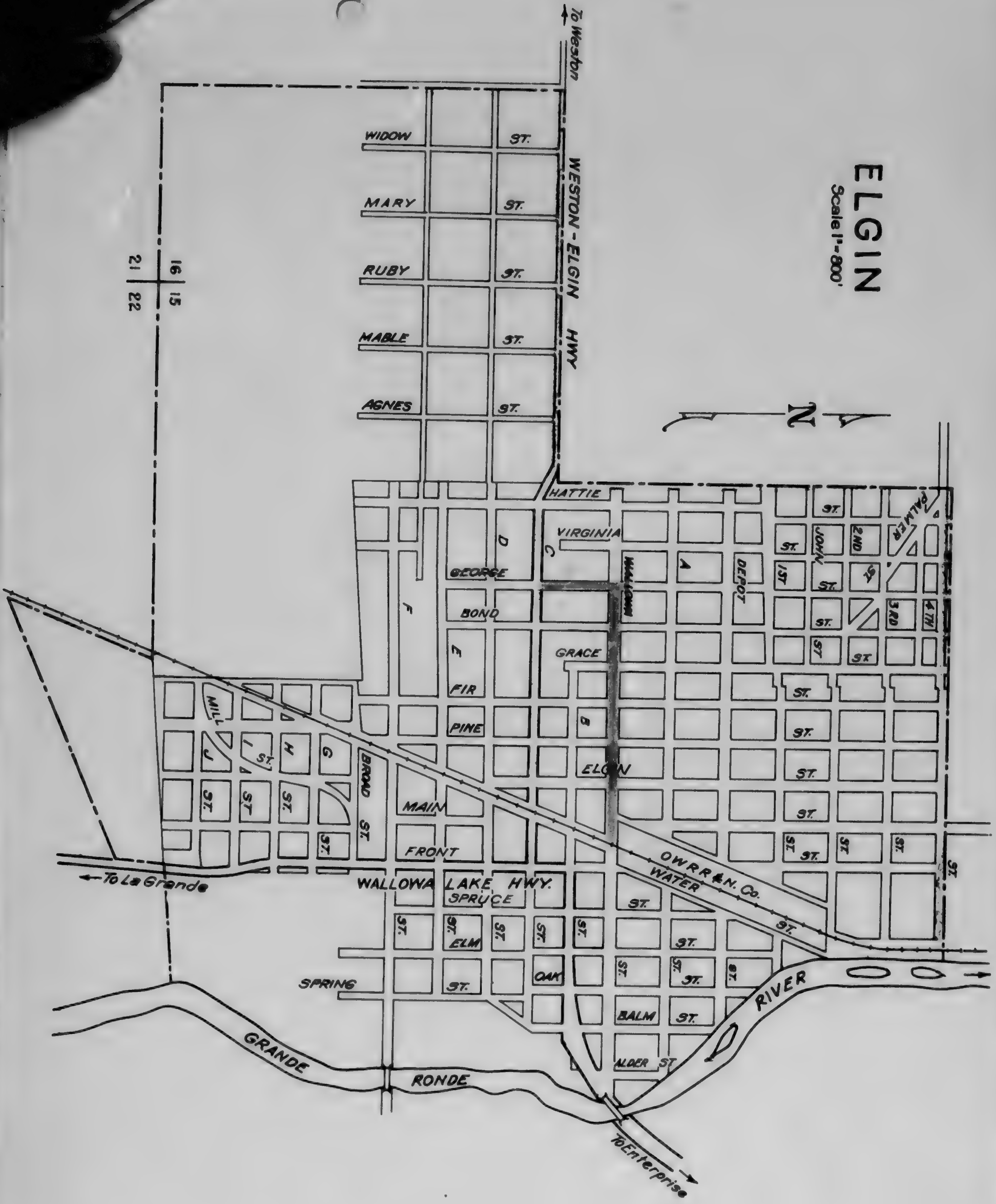
- - - - - - - - - - -

Application for improvement of Baltimore Street and 15th Avenue based on their use by heavy unusual industrial traffic. Investigation found heavy log and lumber truck traffic.

Recommendation
This project qualifies and approval recommended.

ELGIN

Scale 1"=800'



Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

6-15-51

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Elgin is an incorporated city of the State of Oregon, and has a population of 1227, as given by the latest official census, and

[illegible]

NOTED
Harold C. Ayers

Form cc-50

WHEREAS, the following streets of said city,

Wallowa Avenue and George Street
~~Wallowa~~ Avenue and ~~Hattie~~ Street
Two Blocks of ~~D~~ street West of Wallowa Lake Highway

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

BATIMORE ST. N. 15th ave
~~Wallowa Avenue~~ And ~~George Street~~
Baltimore St N 17th ave
~~Wallowa Avenue~~ and ~~Hattie Street~~
AIDER.
Two Blocks of ~~D~~ street West of Wallowa Lake Highway

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Elgin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 15th day of June, 19 51.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Elgin at a regular or special meeting of said council, held on the 15th day of June, 19 51, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th day of June, 19 51.

A. P. Miller
City Recorder

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED

Invoice No. [illegible]

Date March 11, 1953

Your Req. No.

Billing Request No. CC 36

Credit distribution: 331-1703-299

City of Elgin
Elgin, Oregon

Attn: Mr. A. P. Miller, City Recorder

Agreed City of Elgin share 1952 Special City Allotment project costs for paving Baltimore Street; covered by agreement dated April 22, 1952. City to pay all costs over $15,000.

Advance Deposits		2,500.00
Final Cost		
Survey	17.56	
Contract Items	16,469.86	
Construction Engineering	749.33	
Total Cost	17,236.75	
Less Agreed State Share	15,000.00	
Agreed City Share		2,236.75
To be refunded		$ 263.25

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By ________________________________

23-3305 Wasco-Grass Valley Rock 1952
Production Project on the
#3709 Sherman Highway.

RECEIVED
AUG 1953
FOR FILING

Prod. Rock.

July 30th, 1953

Wasco-Grass Valley Section
Contract #3709

28-8305

FINAL COST ANALYSIS
Rock Production
Barney B. Helser, Contractor
A. V. Benedict, Resident Engineer

Sherman Highway
Prefix 28-8305

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-$\frac{1}{2}$" Cr. Rock in SP	3,073.2	Cu. Yd.	$3.00	$3.10	$ 9,526.92	$ 9,219.60
$\frac{1}{2}$"-$\frac{1}{4}$" " " " "	4,038.1	" "	2.95	3.10	12,507.70	11,912.40
$\frac{1}{4}$"-#10 " " " "	1,404.6	" "	2.95	3.10	4,354.26	4,143.57
PA #1, Quarry Rock	1,501.5	" "	0.50	0.70	1,051.05	750.75
PA #1, Hauling Quarry Rock	2,963	Yd. Mi.	0.12	0.15	444.45	355.56
PA #2, 2$\frac{1}{4}$"-0 Cr. Rock in SP	1,553.1	Cu. Yd.	2.95	3.10	4,814.61	4,581.65
SP Screen Rejects	494	" "	0.25	0.25	123.50	123.50
					$32,822.49	$31,087.03
Purchase Order #52650	1,039.1	Cu. Yd.	2.50	3.10	3,221.21	2,597.75
City of Moro	1,613.0	" "	2.25	3.10	5,000.30	3,630.00
Sherman County	176.0	" "	2.25	3.10	545.60	396.00
					$ 8,767.11	$ 6,623.75
Total					$41,589.60	$37,710.78

Total Cost	$41,589.60
Gross Revenue	37,710.78
Net Loss	$ 3,878.82

Net Loss Equals 10.3% of Gross Revenue

Breakdown of Crushing Cost

Item	Quantity	Unit		Total Cost	Unit Cost
Drill and Shoot	12,897.1	Cu.	Yd.	$ 9,482.90	$0.735
Move In and Set Up	"	"	"	2,258.26	0.175
Load and Haul to Crusher	"	"	"	5,433.41	0.421
Crushing	"	"	"	13,981.32	1.084
Haul to Stockpile	"	"	"	7,106.98	0.551
Stockpile	"	"	"	1,702.73	0.132
					$3.10

Detail of Cost

Labor:		
Supervision	$ 1,200.00	
Labor	14,103.95	
Labor Insurance	933.54	
		$16,237.49
Equipment Rental & Misc. Supplies:		
Equipment Rental, Owned	$12,337.15	
Gas, Oil and Grease	4,632.46	
P.L. & P.D. Insurance	388.12	
P.U.C.	473.10	
Explosives and Drill Steel	4,594.99	
Freight and Cartage	30.06	
Small Tools and Misc. Supplies	320.00	
Bond	233.12	
Home Office and General Overhead	1,053.40	
Labor on SP at $0.10 per Cu. Yd.	1,289.71	
		25,352.11
Total Cost		$41,589.60

Wasco-Grass Valley Section
Contract #3709

Remarks:

This was a "State Project" for crushing and stockpiling 10,000 cu. yd. of crushed rock for maintenance. The contract was bid April 21st, 1952, awarded May 8th, 1952; work started October 6th, 1952, and was completed March 31st, 1953.

The contractor moved in a 210 cu. ft. compressor and a wagon drill to the rock quarry designated by the State located on the easterly side of and adjacent to the Sherman Highway at M.P. 22.0 and started drilling October 6th, 1952, with a one-man crew. The drilling progressed satisfactorily until October 22nd, when the powderman was placing some powder in the hole to spring it, using a metal pipe to push the powder down, which resulted in an explosion, injuring the workman. He was taken to the hospital and remained there for approximately two weeks. The workman resumed the drilling operation November 18th, and the drilling and loading of the holes was completed January 7th, 1953, and the quarry was blasted January 8th, the rock breaking rather large.

The contractor started moving in his 3-crusher, semi-portable crushing plant January 9th, but, due to the muddy condition of the site upon which the crushing plant was to be erected, the equipment was parked along the side of the highway approximately one mile from the destination until the site had dried out sufficiently to permit the erection of the crushing plant. This was accomplished February 3rd. Crushing started February 4th. Low production was made due to rock breaking large and also soft unsuitable rock that was found in the backwall of the quarry, causing the contractor to strip and drill additional areas where suitable rock was found. The blasting was done on the weekends so it would not interrupt the crushing operation.

The contractor crushed rock for the State, City of Moro and Sherman County. A total of 12,897 cu. yd. of rock was crushed in 405 hours, for an average of 31.8 cu. yd. per hour. Also 1,501.8 cu. yd. of quarry run rock was loaded and hauled to be used as base rock in two stockpile sites.

Four 5 cu. yd. trucks were used to haul to stockpile. The average haul was 4 miles.

The rock in the quarry broke too large for the small primary crusher to operate efficiently, which slowed down production. This, with the extra drilling and blasting required, the delay in setting up plant and repairing equipment, increased the cost and caused the job to show a loss.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
1953
FOR FILING

28-8305

3709

(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 19, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3709	4-final	BARNEY B. HELSER

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10864	B-68748	$ 932.61	6/18/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: to March 31, 1953 without penalty

Completion Date: March 31, 1953

Date Accepted: May 18, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-22-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A A Wicklander

NOTED ON CARD

6-24-53 gl

RECEIVED
MAY 28 1953
FOR FILING

28-5[illegible]

May 28, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3709 for rock production on the Wasco-Grass Valley Section of the Sherman Highway in Sherman County was completed by the contractor, Barney B. Helser, on March 31 and was formally accepted by the Highway Commission on May 18, 1953.

Final payment in the amount of $932.61 will be released to the contractor on or after June 8, 1953. The total contract amount is $31,087.03, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

NOTED ON CARD

RECEIVED
FOR FILING

[illegible]

[illegible]

April 30, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barney B. Helser in connection with contract No. 3709, for rock production on the Wasco-Grass Valley Section of the Sherman Highway in Sherman County.

This payment, in the amount of $10,807.39, will be released to the contractor May 9, 1953. The retained percentage is $932.61.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

NOTED ON CARD
4-30-53 gl

Form E-1—10M—11-51

-8305

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 4, 1953, 19

Section Wasco-Grass Valley

Kind of work Rock Production

Highway Sherman

Section prefix 28-8305

Contractor Barney B. Helser

Contract number 3709

Date of contract May 8, 1952, 19

Date of completion Oct. 31, 1952, 19

Date work started Oct. 6, 1952, 19

Estimated date of completion March 31, 1953, 19

Amount of contract $ 29,650.00

Per cent of time elapsed 185 %

Estimated cost of completed project, exclusive of engineering $ 32,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 775, 32 %

Date project was completed MARCH 31, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Producing 3/4"- 0" and 1 1/4"- 3/4" rock under purchase order No. 52650. Also hauling 3/4"- 0" for the City of Moro. Several delays because of breakdowns.

Contract was reported complete at expiration of present time extension, March 31, 1953 as all contract rock was then in stockpiles. All piles are not yet ready to measure.

FINAL REPORT

RECEIVED
APR 6 1953
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

NOTED
FORREST OOPER

Signed A.V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000 C.Y.		
Estimated quantities moved, or placed to date			10,000 C.Y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			8		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....1........

Compressors ...., Bulldozers ....1...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53362

RECEIVED
JAN [illegible] 1953
FOR FILING

[illegible]

[illegible]

January 29, 1953

Mr. Barney B. Helser
Moro
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 21, 1953, had under discussion your request for an extension of time of 150 days, from October 31, 1952 to March 31, 1953, within which to complete your contract No. 3709, for rock production on the Wasco-Grass Valley Section of the Sherman Highway in Sherman County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. O. Smith,
Construction Engineer

NOTED ON CARD
1-29-53

RECEIVED
JAN 16 1953
FOR FILING

28-538

January 14, 1953

Request for extension of time
No. 2
January 21 and 22 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Barney B. Helser for an extension of time on Contract No. 3709, Wasco-Grass Valley Rock Production Project from October 31, 1952 to March 31, 1953.

During the 1952 season it was difficult to secure bids on rock production projects and, as a result, Mr. Helser was awarded more contracts than he was able to complete within the time period. However, the materials produced under this contract are to be used in 1953, and there will, therefore, be no delay or extra cost to the State, provided the job is completed by March 31, 1953.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS lg

RECEIVED
JUN [illegible] 1952
FOR FILING

June 10, 1952

Mr. Barney B. Helser
Lexington
Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3703, covering the Union Rock Production Project on the Old Oregon Trail and Cove Highway in Union County, awarded April 22, 1952.

Contract No. 3709, for rock production on the Wasco-Grass Valley Section of the Sherman Highway in Sherman County, awarded May 8, 1952.

We are also sending executed copies of these contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
JUL 9 1952
FOR FILING

AGENDA
MAY 2 6 1952

May 8, 1952

Mr. Barney B. Helser

Lexington, Oregon

Dear Mr. Helser:

The State Highway Commission on April 21 accepted your offer to perform the work on the Wasco-Grass Valley Rock Production Project on the Sherman Highway in Sherman County for the sum of $29,650.00, and awarded contract No. 3709 to you subject to clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution

Enclosed is a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - W. H. Franzen
H. G. Smith
S. H. Probert
Goldie Lewis

5+C

OMESTIC SERVICE
heck the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 8, 1952
10:30 a.m.

Mr. Barney B. Nelser

Lexington, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Wasco-Grass Valley Rock Production Project on Sherman Highway in Sherman County for which you submitted low bid on April 21. Contract forms will be mailed you shortly for execution.

CONFIRMATION
C. W. Head
Accounting (5001-900)
Files

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RFI-324(3) Turner Road & Southern Pac. 1952
Welding Overcrossings on Salem By-
#3710 pass Sec. of Pac. Hwy. near Salem.

4-53-500

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

IN REPLY PLEASE REFER TO
911/323

RECEIVED
FOR FILING
LFI-324(3)

December 14, 1953

SUBJECT: Pringle, Oregon - Overcrossing

C. A. GARDNER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter addressed to the attention of Mr. Geo Nelson, dated November 4, 1953, signed by Mr. W. C. Williams, Assistant State Highway Engineer and pertaining to the retention of percentages of progressive bills paid and the submission of final bill for our costs in connection with agreement dated April 22, 1952 our Audit No. 89191.

Final bill, when submitted, will conform to the provisions of Section XIV-D of General Administrative Memorandum No. 299 which is incorporated in this agreement.

It is also noted that General Administrative Memorandum 299 recognizes the regulations of various States respecting the retention of percentages of bill paid pending final settlement.

Very truly yours,

E E Mayo
per CR Tinkler

W. C. WILLIAMS

RECEIVED
DEC 1[illegible] 1953
[illegible] HIGHWAY COMMISSION

RECEIVED
1953

1-53-30M

S-260

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. MCCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

RECEIVED
mb-D
FOR FILING

P E I - 3-d

IN REPLY PLEASE REFER TO
EB-220-113-
State of Oregon
State Highway Commission

State of Oregon
State Highway Department
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

NOV 13 1953

NOTED
C. A. GARDINER

Gentlemen:

Refers to your letter of November 4, 1953, regarding amount $450.88 outstanding in our accounts, which represents 10% balance due on bills collectible rendered against you under terms of Agreement Audit No. 89191, dated April 22, 1952, for cost of labor and material furnished in connection with highway overpass at Pringle, Oregon.

As the matter referred to in your letter regarding final billing comes under the jurisdiction of Mr. R. V. Cole, our Auditor of Disbursements, your communication is being referred to his office for handling. You will no doubt hear from him in the near future.

Yours truly,

GEO. NELSON

By

RECEIVED
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
NOV 16 1953
Office of
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

[illegible]-334(2)

3710

4627

November 4, 1953

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Geo. Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

Re: EB-220-113
Agreement Audit 89191
Pringle Overcrossing

Please advise us as to whether or not the bills listed in your letter of October 30 constitute final charges for your work on the above project. No retained percentage will be released until such time as we have checked and approved final billing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc C. A. Gardner

No. 4627

e: November 2, 1953 ASSIGNMENT By

Description: Letter from Geo. Nelson, S. P. Company, 65 Market St., San Francisco 5, Calif. re bill for $450.88, Audit No. 89191, 4-22-52, in connection with hwy overpass at Pringle.

Acknowledged by _____ Referred to Mr. C. A. Gardner ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXXX Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 11-4-53 Report received _______

Remarks:

MB-D

Southern Pacific Company

S-290

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

PLEASE RETURN TO
W. C. WILLIAMS

IN REPLY PLEASE REFER TO
EB-220-113-
State of Oregon
Highway Dept.

OCT 30 1953

State of Oregon
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

We have outstanding in our accounts $450.88, which represents 10% balance due on bills collectible rendered against you under terms of agreement audit No. 89191, dated April 22, 1952, for cost of labor and material furnished in connection with highway overpass at Pringle, Oregon, detailed as follows:

Bill Number	Date	10% Balance Due
425853	November 1952	$110.99
426855	" "	46.65
427714	December "	61.38
426709	March 1953	61.66
428436	April "	28.10
428440	" "	85.93
428716	" "	56.17
		$450.88

Will you please advise when we may expect your remittance, amount $450.88, to be forwarded to Southern Pacific Company, care of Treasury Department, 65 Market Street, San Francisco 5, California, so that we may be in a position to clear this amount from our accounts.

Your prompt attention and cooperation in this matter will be appreciated.

Yours truly,

GEO. NELSON

By WB

NOTED
W. C. WILLIAMS

RECEIVED
[illegible]
OREGON STATE HIGHWAY COMMISSION
BRI[illegible]

RECEIVED
FOR FILING
11-2-3-4(3)

3710

4132

No. 4132
By

ASSIGNMENT

Date: **April 6, 1953**

Description: **Southern Pacific Company Bill No. 426709 (six copies) for cost of labor and material furnished in connection with highway overpass at Pringle, Oregon - amount $616.63.**

Acknowledged by _ _ _ _ _ Referred to _ _ **Gardner** _ _ _ _ _ _ _ _

Investigate and report with recommendation
XX ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _ _ _ _ _ _ _ _ Report received _ _ _ _ _ _ _

Remarks: Bill being processed for payment.

4-7-53
me

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 20, 1953

FI-[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3710	7-final	HAMILTON & THOMS	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2768	R-60447	$ 3,368.06	2/19/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: 4-30-53

Time Extensions: None

Completion Date: Nov. 25, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-25-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A A Wicklander

2-[illegible]

RECEIVED
FOR FILING

PFI-324(1)

3710

February 3, 1953

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3710 for work performed on the Turner Road and Southern Pacific Railroad Overcrossings on the Pacific Highway East in Marion County was completed by the contractor, Hamilton & Thoma, on November 25, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $3,368.06 will be released to the contractor on or after February 13, 1953. The total contract amount is $67,135.86 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

RECEIVED
FOR FILING

No. 3968
By [illegible]

ASSIGNMENT

Date: January 26, 1953

Description: Eight copies of Western Union bill (No. 18), Pringle Overcrossing, Bridge 7440, Salem (re our letter 5-19-52)

Acknowledged by _ _ _ _ _ Referred to _ _ _ _ Gardner ✓ _ _ _ _ _ _

Investigate and report with recommendation
xxx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _ _ _ _ _ _ _ _ Report received _ _ NOTED

W. C. WILLIAMS

Remarks: 1-28-53. Bill being processed for payment

RECEIVED
FOR FILING

[illegible]

3710

ASSIGNMENT

No. 3929
By [illegible]

Date: December 30, 1952

Description: 8 copies of Bill No. 5 from Western Union Telegraph Company in connection with Pringle Overcrossing

Acknowledged by _ _ _ _ _ Referred to _ _ Gardner ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xxxxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed Rcld 12-31-52 _ _ _ _ _ _ _ me Report received _ _ _ _ _ _ _

Remarks: Bill being processed for payment - 2 cop

RECEIVED
DEC 18 1952
FILING

BF1-[illegible]4(3)

December 18, 1952

Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hamilton & Thoms on contract No. 3710, covering Turner Road and Southern Pacific Railroad Overcrossings on the Pacific Highway East in Marion County.

This payment, in the amount of $4,682.05, will be released to the contractor on or after December 29, 1952. The retained percentage is $1,972.20.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hanson & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hanson & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

RECEIVED
FOR FILING

[illegible]

File

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM	☒	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE	☐	LETTER TELEGRAM	☐
VICTORY LETTER	☐	SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
NOVEMBER 10, 1952

C. P. NORTON
WESTERN UNION TELEGRAPH COMPANY
125-12th STREET
OAKLAND 7, CALIFORNIA

YOUR PERMANENT WORK AT THE PRINGLE OVERCROSSING (BRIDGE 7440) CAN BE COMPLETED AT ANY TIME AFTER NOVEMBER 15.

W. C. WILLIAMS

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

BFI-3:4 (3)

June 16, 1952

Southern Pacific Company
65 Market Street
San Francisco 5, California

NOTED
W. C. WILLIAMS

Attention: Mr. E. E. Mayo
Chief Engineer

Gentlemen:

Under separate cover I am sending you a copy of the contract entered into between the State and Hamilton & Thoms of Eugene, covering the overcrossing of your main line near Pringle, Marion County, Oregon. This contract covers the construction of the railroad overpass and of the box culvert which is on your right of way.

The contract requires that the contractor enter into the customary agreement with your company and provide the necessary insurance for the railroad company prior to commencing work on the project. No work has as yet begun on the project.

The grading for the approaches will be handled by a separate contractor. The contract for this grading has not yet been let. We will require that this future grading contractor enter into the customary agreement with the railroad company and provide the customary insurance.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc L. P. Hopkins
W. C. Williams

June 13, 1952 ASSIGNMENT No. 5

By

Description: **Letter of June 11 by L. P. Hopkins of SP Company asking for information on contractor, etc. on Salem Bypass overhead crossing**

Acknowledged by _____ Referred to **Paxson** ✓

Investigate and report with recommendation

xx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ________ signature

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 6-17-52 Report received ________

Remarks:

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 51069

June 11, 1952

NOTED
G.S.PAXSON

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear sir:

Recently we note from newspaper clipping that the construction of the overhead crossing on the Salem bypass where it crosses the mainline at MP 714.63 near Pringle has been awarded to Hamilton and Thoms, P. O. Box 726, Eugene, Oregon.

Please advise if this is a fact and also advise date of Hamilton and Thoms contract. Also, will this Company do the grading for the approaches to this overhead or is this being handled by a separate contractor? If so, please furnish name of the grading contractor so that an agreement can be prepared with them for the work they will do on Southern Pacific Company's right-of-way. Further, desire the date of the State's contract with these contractors.

We also note that some one of the contractors is installing a concrete box along the right-of-way and we desire their Insurance and this contractor to sign an agreement before any work is actually done on the Southern Pacific Company right-of-way.

Yours truly,

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RECEIVED
[illegible] 1952
FOR FILING

[illegible]

3710

May 29, 1952

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3710, which was awarded to you on May 8, 1952 by the State Highway Commission, covering the Turner Road and Southern Pacific Overcrossings on the Pacific Highway East in Marion County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
[illegible]
FOR FILING

May 19, 1952

The Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Attention: Mr. C. P. Horton
Plant Superintendent

Gentlemen:

Reference is made to your letters of April 9 and May 15, 1952, giving estimates and plans for the revision of your wire facilities to permit the construction of the overpass of the Southern Pacific Company's main line south of Salem (Pringle Overcrossing, Bridge 7440).

This is to advise acceptance of these plans and our agreement to reimburse you for your actual costs in connection with the work which you estimate to be net $1,926, reimbursement to be made upon submission to us of invoices and supporting data.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
1952
FOR FILING

AGENDA
MAY 26

4.y

May 8, 1952

Hamilton and Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 21 accepted your proposal to construct the Turner Road and Southern Pacific Mainline Overcrossings on the Salem By-pass Section of the Pacific Highway in Marion County for the sum of $63,390.00, and awarded contract No. 3710 to you subject to concurrence by the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

md

cc - W. M. Franzen
R. G. Smith
G. S. Paxson
S. H. Probert
Goldie Lewis

confirmation

S+C

…s of service desired; …erwise this message will be …nt as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 8, 1952
3:40 p.m.

Hamilton and Thoma

Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Turner Road and Southern Pacific Mainline Overcrossings on Salem By-pass Section in Marion County for which you submitted low bid on April 21, 1952. Contract forms will be mailed you shortly for execution.

CONFIRMATION
C. W. Head
Accounting (50018900)
Files

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1952
FOR FILING

May 8, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Turner Road and Southern Pacific
Main Line Overcrossings
F.A.P. No. RFI-324(3)

This is to advise that we have all rights of way necessary for this project and propose to make the award, as of this date, to Hamilton & Thoms of Eugene, at their low bid of $67,390 submitted at the Highway Commission meeting on April 21. May we have your concurrence in this award.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
FOR FILING
OREGON DISTRICT
BFI-324(3)
3711

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 8, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of way have been acquired for construction of the Turner Road and Southern Pacific Main Line Overcrossing structures on Oregon Project BFI-324(3), Salem By-pass Section of the Pacific Highway East, we hereby concur as of this date in award of contract to Hamilton and Thoms of Eugene, Oregon, low bidder in the amount of $67,390.00 at the April 21, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 9 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 1952
FOR FILING

files

Salem, Oregon
April 25, 1952

Agenda Item 5-y

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached hereto are two agreements, two copies of each, between the State Highway Commission and the Southern Pacific Company covering easement and construction in connection with the crossing of the Main Line tracks of the S.P. R. R. Co. on the Salem By-pass project. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Secretary

rn
attach: 4

notice files
7.3.52
rn
filed 8-6-52
KK394

FORM E-90 25M 6-51 49712

APR 21 1952

5-4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1952

SUBJECT: AGENDA ITEM
Easement and Construction Agreements
Mainline crossing S.P. Company
Salem By-Pass Project

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission two copies of easement agreement and two copies of construction agreement on the crossing of the mainline of Southern Pacific Railroad on the Salem By-Pass Project.

The instruments have been examined by Mr. Paxson as to engineering features, and have been examined by me as to other features, and, with certain changes which have been made, are approved as to form. They have not been examined by Mr. Enfield or Mr. Williams.

By reason of changes which have been made, it is requested that the instruments be returned direct to me after execution by the Highway Commission, as it will be necessary that they be returned to Southern Pacific Company with a letter of explanation.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

both copies to Mr DeSouza
1 of each to be returned when
fully executed

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. C. W. Enfield
Mr. G. S. Paxson

"A"

orig 4 copies

5-A
M

RECEIVED

FOR FILING

FORM E-123X 20M 11-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 21, 1952

Mr. Charles H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Pux 62
Salem By-Pass Overcrossing

Attention: Mr. David Don

Dear Sir:

Reference is made to Order No. 29633, your file F-2342, authorizing construction of an overcrossing of the mainline of Southern Pacific Company on Pacific Highway East, known as the Salem By-Pass Mainline Overcrossing.

In order that the record in the proceeding may be complete, this communication is addressed to you to protest against that part of the Order which holds that matters of insurance do not come under the jurisdiction of the Commissioner.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:Mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. Frank McColloch, Atty.
Southern Pacific Co.
Pacific Bldg., Portland

RECEIVED
FOR FILING
FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1952

SUBJECT: **AGENDA ITEM**
Easement and Construction agreements
Mainline crossing S.P. Company
Salem By-Pass Project

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

NOTED
W. C. [illegible]

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission two copies of easement agreement and two copies of construction agreement on the crossing of the mainline of Southern Pacific Railroad on the Salem By-Pass Project.

The instruments have been examined by Mr. Paxson as to engineering features, and have been examined by me as to other features, and, with certain changes which have been made, are approved as to form. They have not been examined by Mr. Enfield or Mr. Williams.

By reason of changes which have been made, it is requested that the instruments be returned direct to me after execution by the Highway Commission, as it will be necessary that they be returned to Southern Pacific Company with a letter of explanation.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams ✓
Mr. C. W. Enfield
Mr. G. S. Paxson

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FOR FILING
FORM E-90 25M 6-51 40713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1952

SUBJECT: PUX 62
Salem Overcrossing - S. P. Mainline

To:
Mr. W. C. Williams ✓
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. G. S. Paxson
Mr. J. D. Walker
Mr. Bert Simpson
Mr. A. G. Skelton

Gentlemen:

Herewith I hand you copy of PUC Order No. 29633 with reference to Overcrossing of the mainline of Southern Pacific Company on the Salem By-Pass project, PUC Docket No. F-2342.

The order appears to be in order except that it is noted that the Public Utilities Commissioner again denies any jurisdiction with reference to insurance matters.

Very truly yours,

NOTED
W. C. WILLIAMS

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
APR 8 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1952

P.U.C. OREGON ORDER NO. 29633

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State)
of Oregon, by and through its State Highway)
Commission, for authority to cross over the)
tracks and right of way of the mainline of the)
Southern Pacific Company on the Pacific High-) F-2342
way East (known as the Salem By-Pass Mainline)
Overcrossing) in the Southeast quarter of the)
Northeast quarter (SE¼NE¼) of Section 12,)
Township 8 South, Range 3 West, W.M., Marion)
County, Oregon.)

The above entitled matter came on for hearing pursuant to notice on Monday, March 24, 1952, at 10:00 A.M., in the Office of the Commissioner, Public Service Building, Salem, Oregon, before C. E. Jaqua, Utility Engineer, sitting as Examiner for the Public Utilities Commissioner.

The following appearances are of record herein:

J. W. DeSouza, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. After due consideration of the record, evidence, and law in the matter, and investigation in the field by his Engineering Department, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

FINDINGS

On January 30, 1952, the Commissioner received in his office application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company as part of a newly constructed highway known as the Salem By-Pass Highway in the Southeast quarter of the Northeast quarter of Section 12, Township 8 South, Range 3 West, Willamette Meridian, in Marion County, Oregon.

The Salem By-Pass Highway, when completed, will carry an estimated average volume of vehicular traffic of 5,000 vehicles per day based upon 1950 tabulations with anticipated increases, and that the average daily volume of train movements at the point of crossing will be 28 movements per day.

The roadway approaching the proposed grade separation structure will be on an ascending grade of 2.6% from the north and a descending grade of 2.6% from the south, and the angle of crossing is approximately 74 degrees.

Motion was granted to applicant at the hearing to amend Paragraph VII of the petition as originally received by changing the wording of subparagraph (d) relating to provisions of insurance requirements of contractors performing the work necessary to construction.

The petitioner proposes that the construction and maintenance of this proposed overcrossing shall be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof.

(b) Under the requirements and provisions of General Administrative Memorandum No. 325, issued by the Public Roads Administration, Federal Works Agency, under date of August 26, 1948, finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal Highway funds, including reimbursement to Railroad Company, for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said structure with its approaches and appurtenances after the completion of the project.

(d) Require its contractor to carry regular Public Liability and Property Damage Insurance covering the construction operations of the contractor upon said project, regular Protective Public Liability and Property Damage Insurance covering the construction operations of subcontractors upon said project and to provide regular Protective Public Liability and Property Damage Insurance issued in favor of Southern Pacific Company in accordance with the intent and purposes of Works Program General Memorandum No. 32, issued by the United States Department of Agriculture, Bureau of Public Roads, under date of January 27, 1937, such policies to also include and cover occurrence liability in addition to strict accident liability. Said policies shall be issued for limits of $200,000 for death of or injury to any one person in any individual occurrence and, subject to that limitation, a total limit of $400,000 for injuries to or deaths of two or more persons in any one occurrence. The policies of

Property Damage Insurance shall be issued for limits of $200,000 for any one occurrence and, subject to that limitation, a total limit of $400,000 for all occurrences during the construction of the project.

THINGS TO BE DONE BY RAILROAD COMPANY

(a) Grant to State an easement two hundred feet (200) in width, being one hundred feet (100) on each side of the highway center line across the right of way of railroad company.

(b) Make such revisions in existing telegraph and telephone lines and signal lines and systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after completion of the project.

(c) Furnish and install guard rails on and along the existing main line track for a distance of 200 feet, being 100 feet on each side of the point of intersection of the highway and railroad center lines at the said proposed crossing.

(d) Remove and replace railroad right of way fencing.

(e) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(f) Maintain the railroad tracks and their appurtenances and facilities after completion of the project.

On February 25, 1952, Answer to the Application by Southern Pacific Company by Koerner, Young, McColloch & Dezendorf, its Attorneys, was received in the Commissioner's office, and reads, in part, as follows:

> "* * * it will not oppose the issuance of an order reflecting the allegations of said petition and in accordance with the prayer thereof and the drawings attached thereto."

On March 4, 1952, Answer of Marion County to Notice of Application by Rex Hartley, County Judge, was received, stating:

> "The Court does not wish to enter any objections in the matter of this application, * * * "

An impairment to standard clearances will be created during the construction period by the erection of falsework in such a manner as to restrict the vertical clearance to 20 feet 0 inches above base of rail.

CONCLUSIONS

1. The construction of this overcrossing at this location is for the convenience and safety of public highway travel and traffic upon the railroad, is in the general public interest, and the application therefor should be granted.

2. The matters of insurance and obtaining right of way as set out in the petition and in the Motion amending petition do not come under the jurisdiction of the Commissioner.

ORDER

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of the main line of Southern Pacific Company on the Pacific Highway East (known as the Salem By-Pass Mainline Overcrossing) in the Southeast Quarter of the Northeast Quarter, Section 12, Township 8 South, Range 3 West, Willamette Meridian, in Marion County, Oregon, be and the same is hereby granted.

IT IS FURTHER ORDERED that said overcrossing structure shall be constructed in a good and workmanlike manner, and in accordance with plans and specifications mutually agreed upon by Southern Pacific Company and Oregon State Highway Commission, copies of which are attached to the petition and by this reference made a part hereof.

IT IS FURTHER ORDERED that the State of Oregon, by and through its State Highway Commission, shall:

1. Provide the financing of the project without participation therein from the funds of the railroad company and shall reimburse the railroad company for all necessary expenses in connection with the construction of the project.
2. Maintain the structure with its approaches and appurtenances after completion of the project.

IT IS FURTHER ORDERED that Southern Pacific Company shall:

1. Make such revisions in existing telegraph and telephone lines and signal lines and systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after completion of the project.
2. Provide and install guard rails on and along the existing main line track for a distance of 200 feet, being 100 feet on either side of the point of intersection of the highway and railroad centerline at the site of the proposed crossing.
3. Remove and replace railroad right of way fencing.

4. Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

5. Maintain the railroad tracks and their appurtenances and facilities after completion of the project.

IT IS FURTHER ORDERED that Oregon State Highway Commission, or its contractors, shall be permited to impair standard vertical clearances to the extent that they will provide restricted clearances of not more than 20 feet 0 inches above the base of the rail during the construction period.

IT IS FURTHER ORDERED that the designation C-714.6-A be assigned to the overcrossing structure as a means of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

Dated at Salem, Oregon, this 4th day of April, 1952.

CHAS. H. HELTZEL

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

VED

FOR FILING

FORM E-30X 15M 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 24, 1952
Salem, Oregon

SUBJECT: PUX 62

To:

Memorandum to the File:

NOTED
W. C. WILLIAMS

A hearing on the application of the Highway Commission for authority to cross over the right of way and tracks of the Main Line of the Southern Pacific Company on the Salem By-Pass Section of Pacific Highway East, was held in the office of the Public Utilities Commissioner at 10 A. M. before C. E. Jaqua, sitting as examiner for the Public Utilities Commissioner.

Southern Pacific Company was reprepresented by Mr. E. L. Graham and Mr. Joseph Larkin. The Highway Commission was represented by the writer.

Mr. Paxson was placed on the stand to introduce in evidence a revised copy of Bridge Drawing 10,220, which was admitted without objection.

On stipulation by counsel, the matter was then submitted to the Public Utilities Commissioner for determination upon the pleading as amended and the testimony of Mr. Paxson.

Very truly yours,

J. W. DeSouza
Assistant Counsel

JWD:jb

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith--2
Mr. E. A. Collier--2
Mr. G. S. Paxson
Mr. F. D. Eason
Mr. F. B. Crandall

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OR FILING
FORM E-20 25M 6-51 48712

84-2 [illegible]

# [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 19, 1952

SUBJECT: PUX 62
Mainline Overcrossing
Salem By-Pass

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Hearing on the application of the Highway Commission for authority to cross over the main line tracks and right of way of Southern Pacific Company on the Salem By-Pass project has been set for 10:00 o'clock A.M. on Monday, March 24, 1952, in the Hearing Room of the office of the Public Utilities Commissioner, Room 210, Public Service Building, Salem, Oregon.

It would be appreciated if Mr. Smith, or someone from his office, can be present to testify regarding the general nature of the project; Mr. Paxson, or someone from his office, to testify regarding the structure; and Mr. Crandall, or someone from his office, to testify regarding traffic.

Answer of the Southern Pacific Company has been filed, and indicates that there will be no special controversy regarding the project.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. G. S. Paxson
Mr. H. G. Smith
Mr. F. B. Crandall

VED
FOR FILING

[illegible]-4-1

2710

March 11, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Overcrossing of Southern Pacific
Main Line on Salem By-Pass,
F.A. No. EFI-324(3)

Reference is made to the proposed overcrossing of the Southern Pacific Company's main line by the Salem By-Pass at a point southeast of Salem. This is your Program No. 37.

The Salem By-Pass is a new road, and the traffic which it will carry would be diverted from the existing route US99E. The present US99E now undercrosses the Southern Pacific main line at a point north of Salem and continues to the south on a line which lies west of the railroad tracks. The traffic thereon does not cross the Southern Pacific Company tracks at grade.

In view of these facts and the instructions in General Administrative Memorandum No. 325, the project is not deemed to be of benefit to the railroad company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

FOR FILING

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1952

Mr. Williams

SUBJECT: P.U.C. Hearing - Southern Pacific Main Line Overcrossing by Salem Bypass South of Salem (Bridge No. 7440)

To:
Mr. J. W. DeSouza
Assistant Counsel
Office

Dear Sir:

The State is constructing the Salem Bypass, which will route US99E to the east of the City of Salem. At a point south of Salem the bypass will overcross the Southern Pacific main line. I am attaching hereto prints from our Drawings 10134 and 10135, which are vicinity maps showing the location of the overcrossing, and from our Drawing 10220, which is the plan and elevation of the proposed structure. The crossing is in the Southeast quarter of the Northeast quarter of Section 12, Township 8 South, Range 3 West, Willamette Meridian.

It is planned that eventually the Salem Bypass will be a four-lane divided highway with the easterly two lanes for northbound traffic and the westerly two lanes for southbound traffic. Under the present project only the easterly two lanes are to be built, these two lanes serving both north and southbound traffic. The common center line for the eventual four-lane development is shown on the vicinity maps. This common center line intersects the railroad center line at Railroad Station 223+41.55 point on spiral and Highway Station L_3 390+48.18 point on tangent. The angle between the highway center line and the tangent to the railroad curve is 73° 39'. The center line for the easterly two lanes is 22 feet easterly from the common center line and intersects the railroad center line at Railroad Station 223+64.47 point on spiral and Highway center line at Highway Station 390+42.77 point on tangent. The angle from the highway center line to the tangent to the railroad curve is 73° 50' 34".

The proposed structure is a three-span reinforced concrete viaduct having a total length of 150 feet center to center of end bents. The structure will have a 30-foot clear roadway without sidewalks but with a 1'-6" safety curb inside of concrete handrails. The grade of the highway across the structure is ascending to the south on a 2.60 grade. The railroad company now has a single track at this point, but the structure is so arranged that an additional track can be placed on the westerly side of the Southern Pacific main line. The clearances provided by the structure over the railroad tracks are shown on the plan and elevation Drawing 10220 and are a horizontal clearance easterly 10'-0" from the center line of the existing track to the face of the nearest column and westerly approximately 42'-11" to the face of the nearest column. The vertical clearance is 22'-1" at a point 3 feet easterly from the center line of the present track, this vertical clearance measured from top of rail.

The highway embankment on the east will extend over the railroad company's borrow pit and ditch, which ditch will be served by a 36-inch pipe culvert allowing drainage under the toe of the approach embankment. The ditch on the westerly side of the track will be kept open so that drainage through this ditch will not be interfered with.

During construction it is proposed that 8'-6" of horizontal clearance on each side of the center line of the existing track be maintained and that a temporarily impaired vertical clearance of 20'-0" above the top of rail be provided. These clearances will only be in effect during the construction, and at the completion of the job all falsework will be removed and the full clearances as described above provided.

The project is to be built under Federal Aid and the allocation of costs is to be made in accordance with Federal rules governing such projects. These Federal rules are as set up in General Administrative Memorandum No. 325, dated August 26, 1948 and signed by Thomas H. MacDonald, Commissioner of Public Roads. Since all traffic which will use the new structure is now being routed over the existing US99E through the City of Salem without a grade crossing of the Southern Pacific main line, these rules provide that no benefit shall be considered as accruing to the railroad company and no contribution from the railroad company to the cost of the project should be required. The railroad company should be reimbursed for all necessary costs incurred by them during the construction of the project in accordance with the rules contained in General Administrative Memorandum No. 299, dated May 1, 1946 and signed by Thomas H. MacDonald, Commissioner of Public Roads.

The railroad company should do the following work: Rearrange their signal and telegraph systems to safeguard their operations during construction and reinstall them in permanent position after completion of the project; furnish and place steel guard rails alongside the rails of their track for a distance of 100 feet each side of the intersection of the center lines of highway and railroad; and provide such engineering, watchman and flagman services as are necessary for the protection of their operation.

The State is to prepare plans and specifications meeting the approval of the railroad company, advertise for bids and award a contract for construction, supervise the construction and do all work not specifically listed hereinabove as to be done by the railroad company.

The railroad company should grant to the State an easement across their right of way 200 feet in width, being 100 feet on each side of the common center line for the eventual four-lane highway.

The estimated daily traffic on the highway at this point will be 5,000 vehicles. The estimated railroad train movements is 28 per day.

January 23, 1952

The State will require its contractor to furnish for and in behalf of the railroad company public liability insurance in the limits of $200,000/$400,000 and property damage liability insurance in the limits of $200,000/$400,000, in accordance with the terms of Works Program General Memorandum No. 32, dated January 27, 1937 and signed by Thomas H. MacDonald, Chief of the Bureau of Public Roads.

This project is scheduled for early construction, and it would be appreciated if application to the P.U.C. could be made at an early date.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams
Attached

3-1029 The Dalles Section of the Columbia River Highway in The Dalles. 1952

#3711

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FOR FILING

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3711

March 1, 1954

Dick & Dick
Attorneys-at-Law
Vogt Block
The Dalles, Oregon

Attention: Mr. Edgar M. Dack

Gentlemen:

As requested in your letter of February 22nd and in the affidavit attached thereto, we are forwarding by separate mail a certified copy of Contract and Bond No. 3711 awarded to the United Contracting Company for grading and paving on The Dalles Section of the Columbia River Highway in Wasco County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

DICK & DICK
ATTORNEYS-AT-LAW
VOGT BLOCK
TELEPHONE 2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

RECEIVED
[illegible]

February 22, 1954

Oregon State Highway Department
Salem, Oregon

Re: Kennedy vs. United Contracting Co.,
et al

Gentlemen:

Enclosed you will find my affidavit pursuant to your request for my receipt of a certified copy of your contract with United Contracting Company for the Wasco County section of work done on a one-way grid system being constructed through The Dalles.

Yours truly,

Edgar M Dick

Enclosure

EMDlp

RECEIVED
FEB 24 1954
OREGON
STATE HIGHWAY COMMISSION

State of Oregon)
County of Wasco) ss.

I, Edgar M. Dick, being first duly sworn, depose and say that I am one of the attorneys for Robert Kennedy and in that capacity requested the Oregon State Highway Department for a copy of a contract between the State of Oregon and United Contracting Company for grading and paving The Dalles section of the Columbia River Highway in Wasco County, Oregon. That the purpose for which I want this contract is for informational purposes in connection with a court action filed in Wasco County, entitled Robert Kennedy vs. United Contracting Company et al, resulting from a collision of an automobile, in which the plaintiff was a passenger, and an abuttment constructed in U. S. Highway No. 30 pursuant to said contract.

Dated this 17th day of February, 1954.

Edgar M. Dick

Subscribed and sworn to before me this 23rd day of February, 1954.

Roger L. Dick
Notary Public for Oregon
My commission expires 10/2/56

[illegible]
FOR FILING

[illegible]-1029

3711

December 8, 1954

Dick & Dick
Attorneys-at-Law
Vogt Block
The Dalles, Oregon

Attention: Mr. Edgar M. Dick

Gentlemen:

As requested in your letter of January 7 we are forwarding by separate mail a certified copy of Contract and Bond No. 3711 awarded to the United Contracting Company for grading and paving on The Dalles Section of the Columbia River Highway in Wasco County.

No charge is made for the copy of the contract, but for the certified copy, we do require an affidavit stating the purpose for which it is furnished. Will you please send us such an affidavit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

DICK & DICK
ATTORNEYS-AT-LAW
VOGT BLOCK
TELEPHONE 2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

January 7, 1954

3711

Oregon State Highway Department
Salem, Oregon

Re: Kennedy vs. United Contracting Co.

Gentlemen:

I should like to have a copy of the construction contract with United Contracting Company wherein they were the general contractors for a one-way grid system through The Dalles, Oregon, on U. S. Highway No. 30. It was my understanding that these contracts are available through your Department, and in the event that I am required to purchase this copy, please let me know immediately the amount and I will promptly remit this sum of money to you.

Yours truly,

Edgar M. Dick

EMDlp

REFERRED TO [illegible]

send him copy (certified)
and ask him to furnish affidavit

RECEIVED
JAN 8 1954
OREGON
STATE HIGHWAY COMMISSION

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42-1

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 15, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3711	8-final	THE UNITED CONTRACTING CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10707	R-68584	$ 2,801.75	6/12/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: to Nov. 30, 1952 without penalty

Completion Date: Nov. 26, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-15-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A.A. Wicklander

POSTED ON CARD

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[illegible]-1027

3711

May 28, 1953

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3711 for work performed on the The Dalles Section of the Columbia River Highway in Wasco County was completed by the contractor, The United Contracting Co., on November 26, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $2,801.75 will be released to the contractor on or after June 8, 1953. The total contract amount is $96,051.45, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

NOTED ON CARD
5-28-53 gl

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FORM E-30 25M 9-51 52319

[illegible]-1047

3711

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
The Dalles,Oregon
April 29,1953

SUBJECT: The Dalles Section
Contract No. 3711

RECEIVED
MAY 1 - 1953
OFFICE OF
ENGINEER

To: Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

I am encloseing three approved copies of the final billing from the Union Pacific Railroad Co. on the moveing of tracks in The Dalles City.

Very truly yours,

M.M.Stump

M.M.Stump
Resident Engineer
State Highway Dept.
The Dalles,Oregon

NOTED
DEAN SWIFT

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1953

SUBJECT: The Dalles Section
Contract No. 3711

To:
Mr. M. M. Stump
Resident Engineer
State Highway Department
The Dalles, Oregon

Dear Sir:

Reference is made to your letter of January 15 wherein you approved and forwarded the Union Pacific Railroad Company's tentative billing for their work on the project. We are in receipt of the Railroad Company's final billing for the job, which is somewhat in excess of their tentative billing. We made an advance payment to the Union Pacific on the tentative billing in the amount of $4,060, less a 10 percent retained percentage. The amount of the advance payment will, of course, be deducted from our final payment for the total billing.

We are sending you three copies of the final billing for your check and approval. Please return all three copies to this office through your division office when you have completed your check.

Very truly yours,

C. A. Gardner
Bridge Office Engineer

CAG:aa
Enclosures

cc Wm. E. Chandler
C. A. Gardner

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF THE SUPERINTENDENT
2525 North Larrabee Avenue
Portland 12, Oregon

April 1, 1953

City of The Dalles
The Dalles, Oregon

Gentlemen:

In accordance with previous agreements bill prepared by our Auditor covering track work in connection with construction of one-way traffic streets at The Dalles is attached in duplicate. If you find this bill satisfactory, will appreciate your prompt remittance to our Assistant Treasurer at Omaha.

This bill has been prepared in accordance with GAM 299 since it is our understanding the state of Oregon will participate in the cost of the work. In view of this understanding we are also attaching four additional copies of the bill which will be required by the state.

Very truly yours,

A. McAllister
Superintendent

Enc.

Mr. Smith. We are forwarding the enclosed invoices to your office under the advice of your local office.

A. C. Grindle
City Clerk

RECEIVED
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

1-52-100M

Form 130A

City of The Dalles,
The Dalles, Oregon.

BILL NO. 614591

MONTH'S ACCOUNT [illegible]

DEPT. NO. [illegible]

To UNION PACIFIC RAILROAD COMPANY, Dr.

DATE MADE MAR 25, 1953

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR Cost to move trackage to new location and relay crossing to correct traffic congestion by establishing one-way traffic system by this City of The Dalles, during the months of October and November 1952.

Per Work Order No. M-2327

Detailed statement attached

Final Billing

[illegible]

Records supporting this bill are located in Auditor of Disbursements' Office at Omaha, Nebraska.

O.K. 11-29 1952
RES. ENGR.
CAPITAL [illegible]
APPROVED Dean Swift
Division Engr.
33-1024

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost to move trackage to new location and renew crossing to correct traffic congestion by establishing one-way traffic system by the City of The Dalles, during the month of October and November 1952. Our Work Order M-2827.

Labor:			
Engineering			
Asst. Engr.			
1 day 445.00 mo.	25 day	17.80	
Instrumentman			
1 day 368.20 mo.	19 day	19.38	
Rodman			
3 day 323.20 mo.	19 day	51.03	
		88.21	
3% Vacation Allowance		2.65	
6% RRR & UI Tax on 90.86		5.45	
Personal Expenses- Detail on Sheet 3		42.75	
Insurance:			
3% Workmen's Compensation on 90.86		2.73	
1% Public Liability & Property damage 90.86		.92	142.71
PR 710-1 B&B Gang 711			
October 14 & 15 - Repairs to Highway Xing			
16 hrs	@ 1.9559 hr.	31.29	
16	1.907	30.51	
48	1.847	88.66	
48	1.799	86.35	
16	1.655	26.48	
3	3.19	9.57	
9	2.77	24.93	
9	2.70	24.30	
3	2.485	7.46	
3	2.86	8.58	
PR 710-2 B&B 711			
October 16, 20, 27, 28, 29			
32 hrs	@ 1.9557	62.59	
32	1.907	61.02	
96	1.847	177.31	
116	1.799	208.68	
32	1.655	52.96	
Burn Off Bolts			
8 hrs	@ 2.003 hr.	16.02	
PR Tracks Sec. 14			
October 14, 15, 16			
Install rails and surface track			
302 hrs.	@ 1.585872 hr.	478.93	

BRIDGE DEPARTMENT

up ties & rail		
ctober 20, 21, 22		
160 hrs @ 1.585872 hr.	253.74	
Section 18		
October 16 & 17		
Asst. Sec. 14		
81 hrs @ 1.54734 hr.	125.33	
	1,774.71	
3% Vacation Allowance	53.24	
6% RRR & UI Tax on 1827.95	109.68	
Insurance:		
3% Workmen's Compensation	54.83	
1% Public Liability & Property Damage	18.27	2,010.73
TE 905 - Work Train Service		
Labor	35.35	
3% Vacation Allowance	1.06	
6% RRR & UI on 36.41	2.18	
Insurance:		
3% Workmen's Compensation	1.09	
1% Public Liability&Property Damage	.36	40.04
Forms 4967 - 4968		
Rental Loco 758 2'30" @ 79.409 day of 8 hrs.		24.82
507 - #1088		
261 treated x ties @ 3.44 ea.	897.84	
treating costs .4389 ea.	114.55	
Freight:		
Untreated: 386 miles		
37845# x 386 miles @ .01 ton mile	73.03	1,085.42
Rental:		
GMC Carryall MW 34 160 miles		
Dump Truck 2 %on 720 "		
880 " @ .05 mile	44.00	
3 Cars Barnhart Crushed Rk. 345,000#	213.47	
Freight: 172½ tons x 124 miles = 21390 TM		
21390 ton miles @ .01 ton mile	213.90	471.37

November 1952
PR B&B 710-1 Gang 711
Repairs to 2nd St. Xing
Placing Asphalt Concrete

8 hrs @ 2.3674	18.94	
8 1.907	15.26	
24 1.847	44.33	
24 1.799	43.18	
8 1.655	13.24	
	134.95	
3% Vacation Allowance	4.05	
6% RRR & UI Tax on 139.00	8.34	
Insurance:		
3% Workmen's Compensation	4.17	
1% Public Liability & Property Damage	1.39	152.90

BRIDGE DEPARTMENT

[illegible]
[illegible]

30 6x8 20 Rgh. @ 5.70 ea	171.00
25 6x8 16 " @ 5.36 ea	134.00
20 6x8 16 " @ 4.73 ea	94.60
9 4x10 10 " @ 4.74 ea	42.66
5 6x12x16 " @10.87 ea	54.35
600# Boat spikes @ .09#	54.00
	550.61
5% Cost of Handling	27.53

Freight:
Lumber - Centralia, Wn. to The Dalles
6560 B ft. x 3.40 #B ft. 11 tons
11 tons x 175 miles = 1925 ton miles — 19.25
1925 ton miles @ .01 ton mile
Boat spikes: Seattle to The Dalles
600# x 267 = 80 ton miles
80 ton miles @ .01 ton mile — .80 — 598.19

TOTAL 4,526.18

Detail of Personal Expenses

Voucher No.	Name	Title	Breakfast	Luncheon	Dinner	Hotel	Tips	Total
E-268315	L. H. Boyd	Asst.Engr.	.75	1.10	1.95	3.75	.30	7.
E-265393	L. J. Mathews	Instrumentman	.95	1.25	2.50	3.75	.30	8.
E-268311	H. H. Clohessey	Rodman	1.00	1.20	2.75	3.75	.75	9.
E-268299	E. F. Hamlin	Rodman	.95	1.05	2.35	3.75	.50	8.
E-267941	A. Swodberg	Rodman	.85	1.25	1.90	3.75	.35	8.
								42.

O.K. 4-29 1953
Res. Engr. M M Strong
CAREFULLY CHECKED FOR DUPLICATION
APPROVED Dean Swift
Division Engr.
33-1029

BRIDGE DEPARTMENT

900 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 21, 1953

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. E. R. Miller
Auditor of Dispersements

Gentlemen:

Your letter of December 30, 1952 with attached tentative billing for the cost of work performed in shifting the spur track at Taylor and Second Streets in the City of The Dalles which was directed to Mr. Marshall W. Nelson, Mayor of the City of The Dalles, has been turned over to the Highway Department for further handling as the cost of the work is a part of the Highway Department's general project in resurfacing streets used by the highway in the City of The Dalles.

We are this date preparing and forwarding to our auditor an estimate that will make payment to you for 90 per cent of the total cost of the billing less $150 representing the estimated cost of lumber used in the work.

This matter can better be taken care of on your final billing. Your final billing can be better handled if it is sent directly to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG:aa

cc C. A. Gardner

RECEIVED
JAN 23 1953
[illegible] HIGHWAY COMMISSION
[illegible] DEPARTMENT

Salem, Oregon January 21, 1953

STATE OF OREGON

To Union Pacific Railroad Company, Omaha 2, Nebraska, Dr.

Project The Dalles Section (City Streets)	Highway Comm. Agreement No. *
	Sub-Division No.
Ry. Company's Agreement No.	Estimate No. 1
Period Covered October and November, 1952	Prefix & Acct. No. 33 ~~32~~-1029-279

Item	Total Amount To Date	Previous Amount	Present Amount
Billing attached #66591	4526^{18} ~~4,060.00~~	-	4526^{18} ~~4,060.00~~
*See Order for State Force Work dated 10-17-52, (Contract 3711)			
Totals	4526^{18} ~~4,060.00~~	-	4526^{18} ~~4,060.00~~
Retained ~~10~~ %	~~406.00~~	-	~~406.00~~
Total Payments	4526^{18} ~~3,654.00~~	-	4526^{18} ~~3,654.00~~

Computed by Checked by

Pay This Estimate $ ~~3,654.00~~ 4526^{18}

5/6/53

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

FORM E-20 25M 1-52 58419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
January 15, 1953

RECEIVED
JAN 16 1953

SUBJECT:

To:
Union Pacific Railroad
Accounting Dept.
Omaha, 2, Nebraska.

Dear Sir:

I have approved your tentative billing covering construction of relocation of trackage in The Dalles, Oregon. I have sent them on through our regular channels in the State Highway Dept.

Very truly

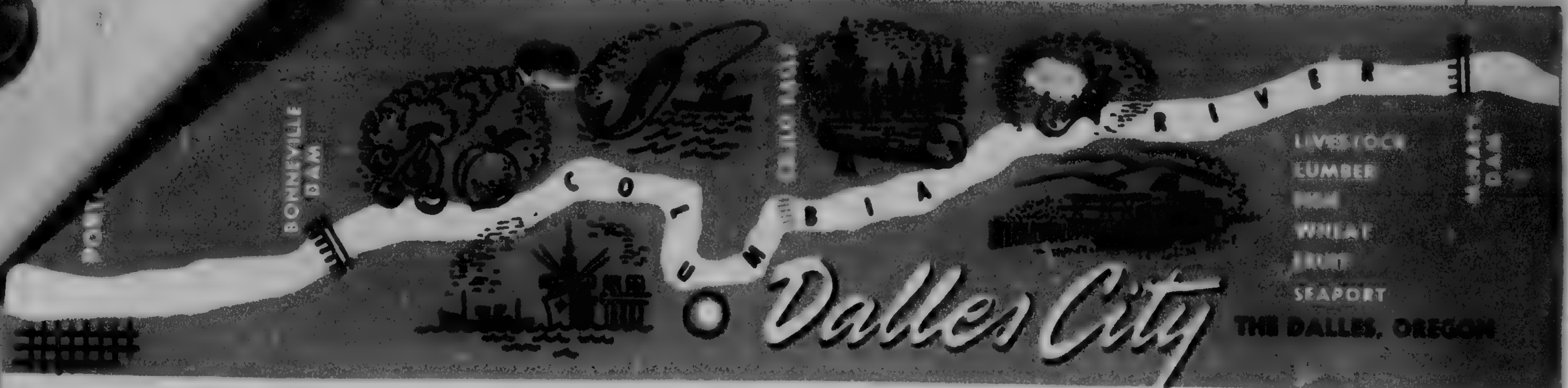
MM Stump

M. M. Stump
Resident Engineer
Oregon State Highway Dept.
The Dalles, Oregon

cc. W. E. Chandler, Division Engineer, Bend, Oregon.

FO 279

[illegible] 3711



Dalles City
THE DALLES, OREGON

January 14, 1953

Oregon State Highway Dept.
Box 420
The Dalles, Oregon

Attention: Mr. [illegible] Stump

Dear Mr. Stump:

I am sending along a tentative billing received by Dalles City in connection with relocation of trackage at the East end of the couplet, it being my understanding that the only cost to Dalles City would be that of traffic signals.

Thanking you and your staff for your cooperation, I remain,

Very truly yours,

Lee Swenson
City Manager

LS:pr

CC: Union Pacific Railroad
Accounting Dept.
Omaha 2, Nebraska

State supposed [illegible]?

UNION PACIFIC RAILROAD COMPANY

ACCOUNTING DEPARTMENT

FORM 260
8-52-30M

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

T. J. CUMMINS, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA,

December 30, 1952

D 30-33

AIR MAIL

Mr. Marshall W. Nelson, Mayor,
City of The Dalles,
The Dalles, Oregon.

Dear Sir:

Herewith in duplicate, statement of tentative billing covering cost of relocation of trackage, Dalles City, for your approval.

Final billing in connection with this project will be submitted in the near future.

Yours truly,

E. R. MILLER

UNION PACIFIC RAILROAD COMPANY

Tentative billing to cover cost to move trackage to new location and renew crossing to correct traffic congestion by establishing one-way traffic system by the City of The Dalles, during the Month of October and November 1952. Our Work Order E-2827.

Labor:

Engineering		
Asst. Engr.		
1 day 445.00 mo. 25 day	17.80	
Instrumentman		
1 day 368.20 mo. 19 day	19.38	
Rodman		
3 day 323.20 mo. 19 day	51.03	
	88.21	
10% Supervision, acctg. etc.	8.82	
3% Vacation Allowance	2.65	
6% RRR & UI Tax on 90.86	5.45	
Personal Expenses	42.75	
10% Surcharge	4.28	152.16
FR 710-1 B&B Gang 711		
October 14 & 15 - Repairs to Highway Xing		
16 Hrs @ 1.9559 Hr.	31.29	
16 1.907	30.51	
48 1.847	88.66	
48 1.799	86.35	
16 1.655	26.48	
3 3.19	9.57	
9 2.77	24.93	
9 2.70	24.30	
3 2.485	7.46	
3 2.86	8.58	
FR 710-2 B&B 711		
October 16, 20, 27, 28, 29		
32 Hrs @ 1.9557	62.59	
32 1.907	61.02	
96 1.847	177.31	
116 1.799	208.68	
32 1.655	52.96	
Burn Off Bolts		
8 Hrs @ 2.003 Hr.	16.02	
FR Tracks Sec. 14		
October 14, 15. 16		
Install rails and surface track		
302 Hrs @ 1.585872 Hr.	478.93	

Take up ties & rail		
October 20, 21, 22		
160 Hrs @ 1.585872 Hr.	253.74	
Sec. 18		
October 16. & 17		
Assist Sec. 14		
81 Hrs @ 1.54734 Hr.	125.33	
	1774.71	
10% Supervision and Acctg.	177.47	
3% Vacation Allowance	53.24	
6% RRR & UI Tax on 1827.95	109.68	2115.10
TE 905 - Work Train Service		
Labor	35.35	
10% Supervision	3.54	
3% Vacation Allow.	1.06	
6% RRR & UI on 36.41	2.18	42.13
4967 - 4968		
Rental Loco 758 2'30" 18.50 hr.		46.25
507 - #1088		
261 Treated x ties @ 3.44 ea.	897.84	
Treating costs .4389 ea.	114.55	
10% Handling Costs	101.24	
Freight;		
Untreated: 386 Miles		
37845# x 386 Miles @ .01 Ton Mile	73.03	1186.66
Rental GMC Carryall MW 34		
Dump Truck 2 Ton		
5½ Days 8.00 day	44.00	
3 Cars Barnhart Crushed Rk.	213.47	
15% Surcharge and Freight	32.02	289.49
November 1952		
PR B&B 710-1 Gang 711		
Repairs to 2nd St. Xing		
Placing Asphalt Concrete		
8 hrs @ 2.3674	18.94	
8 1.907	15.26	
24 1.847	44.33	
24 1.799	43.18	
8 1.655	13.24	
	134.95	
10% Supervision Acctg. etc.	13.50	
3% Vacation Allowance	4.05	
6% RRR & UI Tax on 139.00	8.34	
	160.84	160.84

November 1952				
Renew Crossing				
10 2x8x20' Rgh. untr.	@ 3.02 ea.	30.20		
12 2"x6"x16' " "	@ .98 ea	11.76		
6 2"x10x20. " "	@ 2.77 ea	16.62		
10% Cost of Handling	58.58	5.86		
5% Freight over our own lines		2.93	67.37	
TOTAL				4060.00
61 Pcs. lumber (detail not available)			Est.	150.00
ESTIMATED FINAL TOTAL			-	4210.00

O.K. 1-15 1953

RES. ENGR. M M Stump

CAREFULLY CHECKED FOR DUPLICATION

APPROVED Dean Swift

Division Engr.

33-1024

RECEIVED
FOR FILING

FORM 5-129X 87,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 11, 1953

Mr. Henry S. Gray
Attorney at Law
1504 Public Service Building
Portland 4, Oregon

Dear Mr. Gray:

Pursuant to your telephone request of yesterday, I enclose herewith a certified copy of Highway Department Contract No. 3711 with The United Contracting Co., and the bond accompanying this contract.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - H. B. Glaisyer

NOTED
H. B. GLAISYER

RECEIVED
JAN 23 1953
FOR FILING

3711

January 21, 1953

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. E. R. Miller
Auditor of Dispersements

Gentlemen:

Your letter of December 30, 1952 with attached tentative billing for the cost of work performed in shifting the spur track at Taylor and Second Streets in the City of The Dalles which was directed to Mr. Marshall W. Nelson, Mayor of the City of The Dalles, has been turned over to the Highway Department for further handling as the cost of the work is a part of the Highway Department's general project in resurfacing streets used by the highway in the City of The Dalles.

We are this date preparing and forwarding to our auditor an estimate that will make payment to you for 90 per cent of the total cost of the billing less $150 representing the estimated cost of lumber used in the work.

This matter can better be taken care of on your final billing. Your final billing can be better handled if it is sent directly to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAO:aa

cc C. A. Gardner

R

CEIVED
JAN 1 , 1953
FOR FILING

32-10[illegible]

3711

January 13, 1953

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to The United Contracting Co. in connection with contract No. 3711, for grading and paving on The Dalles Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $493.07, will be released to the contractor on or after January 23, 1953. The retained percentage is $2,884.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD
1-13-53

Form E-1

33-1029

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 20, 1952, 19

Section The Dalles

Kind of work Grading & Paving

Highway Columbia River

Section prefix 33-1029

Contractor United Contracting Co.

Contract number 3711

Date of contract May 14, 19 52

Date of completion Aug. 31, 19 52

Date work started May 26, 19 52

Estimated date of completion Nov. 26, 19 52

Amount of contract . . . . $ 100,678.00

Per cent of time elapsed 185 %

Estimated cost of completed project, exclusive of engineering . . . . $ 104,821.75

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 7976.09, 7.9 %

Date project was completed Nov. 26, 1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

ESTIMATE

Semi-final estimate sent to Division Engineer at Bend Friday of this Week.

Final Report

NOTED
H. G. SMITH

RECEIVED
DEC 22 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed M M Stung Resident Engineer

Address Box 420 The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27	0.27			1.92
Miles partially completed	0.27	0.27			1.92
Miles completed	0.27	0.27			1.92
Total estimated quantities	5900	3350			5100 Tons
Estimated quantities moved or placed to date	6440	2647			5310 Tons.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Coludy		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Showers		
Saturday	Showers		

STATE PRINTING

RECEIVED
FOR FILING

52-1027

3711

December 12, 1952

American Surety Company of New York
David A. Lewis, Ass't Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to The United Contracting Company a portion of the funds heretofore retained by the Commission on contract No. 3711, covering Grading and Paving on The Dalles Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $16,996.25, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,568.76. The present payment will be released to the contractor on or after December 22, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
12-12-52

RECEIVED

32-10[illegible]

3711

December 11, 1952

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 30 days, from October 31 to November 30, 1952, within which to complete your contract No. 3711 for grading and paving on the The Dalles Section of the Columbia River Highway in Wasco County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

GL

cc: Wm. E. Chandler,
Division Engineer

M. M. Stump,
Resident Engineer

W. C. Smith,
Construction Engineer

RECEIVED
FOR FILING

FORM E-90 25M 9-51 52316

371

52-1021

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1952

NOTED
FORREST COPER

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

RECEIV
NOV 2 1952
LEGA

Dear Sir:

Please be advised that in accordance with record of Assignment No. 3600, WCW, the additional work requested by the Shell Oil Company on The Dalles Contract has been completed as of November 20th, 1952.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:sh

NOTE
W. C. WILLIAM

RECEIVED
NOV 25 1952
OFFICE OF
STATE HIGHWAY ENGINEER

July 31, 1952

ASSIGNMENT

No. 3600
By lcd

Description:

Letter of July 30 by Forrest Cooper regarding Henry Maier-Shell Oil Company matter at The Dalles

Acknowledged by _____ Referred to __Smith__________

Investigate and report with recommendation
xxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 11-25-52 Report received ________
me

Remarks:

STATE HIGHWAY ENGINEER

FORM E-30 37,500 4-52 96808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1952

NOTED
H. G. SMITH

SUBJECT: File No. 17427-Henry Maier
Third Street
Columbia River Highway

To:

W. C. Williams
Ass't. State Highway Engineer
OFFICE

I refer again to the Henry Maier-Shell Oil Company matter at The Dalles which seems to be one of those things that, up to the present at least, has been impossible to settle.

As you know, the City of The Dalles has been somewhat uncooperative and have made numerous demands in connection with relocation of the Shell Service Station on property southerly from the highway and southerly from its present location. In an effort to bring the warring factions together I agreed that the State would pay for any work that was necessary on either the highway right of way or Taylor Street. The reason for this was to remove an objection by the officials of the City that the work might be improperly done, and secondly, to assist the Shell Oil Company, who have been very cooperative in this and all other dealings that we have had with them.

I recently wrote you a letter in which I requested that certain grading and surfacing work in connection with the approaches to the Shell Oil Company be done by the State. I now find that due to the demands of the City it is necessary to build a short section of sidewalk, an island, and possibly a short section of curb in order to meet the City's demands. This work will also be on public property.

OK

The purpose of this letter is to ask that the State do this additional work. I believe that by so doing we can bring this troublesome case to a conclusion. Therefore, I ask your assistance.

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:rmw

cc: C. W. Enfield

RECEIVED
JUL 31 1952
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

[illegible]

3711

November 7, 1952

Request for extension of time
No. 7
November 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from The United Contracting Company for an extension of time on Contract No. 3711, The Dalles Section of the Columbia River Highway, from October 31, 1952 to November 30, 1952.

The City of The Dalles has been installing water mains on some of the streets which were included under this contract, and also were to remove some old railroad track. This work will be done in the next few days, and the contractor will complete his work soon thereafter.

Since this is no fault of the contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS: lg

[redacted]

R

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OCT 9 - 1952
FOR FILING

3[illegible]-1027

3711

October 7, 1952

The United Contracting Co.
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 61 days, from August 31 to October 31,1952, within which to complete your contract No. 3711 for grading and paving on the The Dalles Section of the Columbia River in Wasco County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

GL

cc: Wm. E. Chandler,
Division Engineer

M. M. Stump,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

August 27, 1952

Request for extension of time
No. 6
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the United Contracting Company for an extension of time on Contract No. 3711, City of The Dalles Section, from August 31, 1952 to October 31, 1952.

Because of right-of-way difficulties, the awarding of this contract was held up for some time. In addition, the City of The Dalles wished to install new water mains on four blocks of the project prior to the grading and paving.

The overrun of time was not the fault of the contractor, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS:ar 1g

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JUL 15 1952
FOR FILING

FORM E-30X 15M 1-52 55419

7

3711

3532

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9th, 1952

SUBJECT:

NOTED
W. C. WILLIAMS

To:
Mr. M. M. Stump
Resident Engineer
State Highway Department
The Dalles, Oregon

Dear Sir:

This is your authority to do the necessary work on Taylor Street in connection with the Third Avenue Project in The Dalles, as pointed out to you by Mr. Cooper.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: W. C. Williams
W. E. Chandler

ASSIGNMENT

ate: July 8, 1952

No. 3532
By [illegible]

Description: Letter from Forrest Cooper dated July 3 re grading and paving of portion of Taylor Street in The Dalles in connection with a right-of-way settlement.with Henry Maier and the Shell Oil Co.

Acknowledged by _____ Referred to __ Mr. H. G. Smith ___

Investigate and report with recommendation
xx~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 7-9-52 Report received ________

Remarks:

FORM E-30 37,500 4-52 56605

[illegible]
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1952

SUBJECT: Second-Third Street Project
The Dalles

NOTED
W. C. WILLIAMS

To:

W. C. Williams
Ass't. State Highway Engineer
OFFICE

In acquiring the right of way for the easterly end of the Third Street-Second Street project in The Dalles, it was necessary to buy a service station owned by Henry Maier and under lease to the Shell Oil Company.

This was a somewhat difficult and complicated acquisition, however, I believe that we now have the matter resolved. Mr. Maier and the Shell Oil Company intend to relocate the service station on property southerly and abutting on our new line immediately east of Taylor Street. In order to accomplish this, it will be necessary for the driveway to the Station to occupy part of Taylor Street. Due to some local complaints it has been somewhat difficult to get the cooperation of The Dalles City Council in this matter. However, I discussed the matter with the Council on July 1st and I believe I have it settled.

In order to forestall any objections I have told the City that the State will do the grading and surfacing work necessary in Taylor Street and while in The Dalles, I worked out the details with the local Resident Engineer, Mr. Stump, in the interest of expediency. All that is involved is some minor grading, surfacing and paving southerly from our line on Taylor Street.

I will be glad to give you any details that you wish, however, I would appreciate it if a letter could be sent through the proper channels instructing the Resident Engineer to have this work performed.

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:rmw

RECEIVED
JUL 7 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

NOTED
FORREST COOPER

THE UNITED CONTRACTING COMPANY
GENERAL CONTRACTORS
P. O. BOX 5075
PORTLAND 13, OREGON

RECEIVED

NOTED
R. L. PORTER

July 2nd 1952

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon.

Gentlemen:

Attention: Mr. H. G. Smith
Construction Engineer

COPY

We are in receipt of your letter of June 27th regarding right of way at the Dalles.

Our reply was delayed awaiting a report from Erland & Blickle who is to do the grading for us on this project. Mr. Blickle was in the Dalles Monday and Tuesday of this week and advised us this morning that the removal of some houses was being completed and the stakes would be set the early part of next week at which time they plan to start the grading. They will work east from Monroe Street which means they will be working toward the Muller property.

In the mail today we received a letter from your Mr. W. C. Williams (copy of which was sent you) stating that definite arrangements for removal of the Muller building had not been completed but that the other properties would be ready on or about July 10th.

It is not our desire or intention to work a hardship on Mr. Muller or anyone else, but you can appreciate our position in as much as we cannot afford to start this grading and be delayed while right of way matters are worked out with Mr. Muller. Also, it is difficult for us to state the exact date the grading crew will reach his property.

In view of the above it would seem everything hinges on the Highway Department concluding final arrangements with Mr. Muller at an early date and advising us when this is done.

Yours very truly,
THE UNITED CONTRACTING COMPANY

RM Cutting

R. M. Cutting
Asst.Secy-Treas.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RMC.B
CC Chandler
CC Williams

RECEIVED
JUL 2 1952
FOR FILING

July 1, 1952

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Attention: Mr. R. M. Cutting
Assistant Secy-Treas.

Gentlemen:

Replying to your letter of June 25, I am advised that all rights of way on The Dalles one-way street plan will be cleared on or about the 10th of July, with one exception. The one exception is the iron building owned by Art Muller on the corner of 3rd and Taylor Streets. We are trying to work out some means of getting this building removed at an early date.

Other than the Muller building above referred to, all properties should be cleared and buildings removed, and you should be able to take possession on or about July 10.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. H. G. Smith

FORM E-20 37,500 4-52 86806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1952

SUBJECT: Contract #3711
The Dalles, Oregon

To:

W. C. Williams
Ass't. State Highway Engineer
OFFICE

In answer to the attached letter I wish to advise that we are working out an agreement with the Shell Oil Company whereby I expect to be able to move their building from the right of way in about ten days.

The two houses which were on the right of way between 3rd Street and Taylor Street will be removed by July 1st. This leaves the galvanized iron building owned by Art Muller on the corner of 3rd and Taylor Streets, which property is under condemnation.

Mr. Enfield is trying to work out some kind of a legal gimmick to get possession as Muller is playing freeze-out with us. Just what the outcome will be I do not know, but Enfield tells me that he should know if his maneuver is going to work within the next few days.

Forrest Cooper

FORREST COOPER
Right of Way Engineer

FC:rmw

NOTED
W. C. WILLIAMS

THE UNITED CONTRACTING COMPANY
GENERAL CONTRACTORS
P. O. BOX 5075
PORTLAND 13, OREGON

RECEIVED
JUN 26 1952
[illegible]

June 25th 1952

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Reference Contract #3711
The Dalles, Ore.

Please advise what arrangements have been made or will be made for the removal of the buildings on the right of way as required in order that we can proceed with the grading on this contract.

It is necessary that this be done in the very near future or we will be delayed in completing our work.

Yours very truly,

THE UNITED CONTRACTING COMPANY

RMCutting

R. M. Cutting
Asst. Secy-Treas.

RMC/B

NOTED
W. C. WILLIAMS

RECEIVED
JUN 28 1952
FOR FILING

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2711

June 26, 1952

Mr. Frank W. Johnson
Water Superintendent
The Dalles, Oregon

Dear Mr. Johnson:

It is hoped that we can soon start work on the one-way street system in The Dalles. We have been temporarily held up due to inability to clear one of the properties, on which it was necessary to institute condemnation proceedings.

As to the moving of your water mains, I would suggest that you proceed immediately with this work in order to avoid the possibility of conflict with our construction operations. The contract, as you know, has been let and work will proceed as soon as right-of-way clearance is in order, and we respectfully request that you undertake no work that would interfere with the contractor's operation, for in such event the Highway Commission could be subject to a claim from the contractor for delays in his work under reasons not imminent at the time the work was bid.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

Dalles City
THE DALLES, OREGON

June 20, 1952

Oregon State Highway Comm.
H. G. Smith, Construction Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Smith:

In regards to the paving of the two downtown streets in The Dalles, I would like to inquire as to the approximate date of paving Second and Third Streets.

The City Council has approved installation of a 12" water main in East Third Street between Union and Jefferson Streets, and an 8" water main in Washington Street between First and Second Streets.

We plan to install these mains prior to your paving project. We would not want to disturb your new paving, yet we do not want to stall your paving.

Would appreciate an early reply and try to plan our work accordingly.

Yours truly,

Frank W. Johnson
Frank W. Johnson
Water Supt.

RECEIVED
JUN 23 1952
OFFICE OF
CONSTRUCTION ENGINEER

FWJ:dmb

RECEIVED
JU[illegible]
FOR FILING

3711

June 10, 1952

The United Contracting Co.
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your record and files, a fully executed copy of contract No. 3711, which was awarded to you on May 14, 1952 by the State Highway Commission, for grading and paving on the The Dalles Section of the Columbia River Highway in Wasco County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 6/12, gl

RECEIVED
JUL 9 1952
FOR FILING

AGENDA
MAY 26 1952

3711

May 14, 1952

United Contracting Company
P. O. Box 5075
Portland, Oregon

Gentlemen:

The State Highway Commission on April 22 accepted your proposal for grading and paving on The Dalles Section of the Columbia River Highway in Wasco County for the sum of $100,678.70, and awarded contract No. 3711 to you subject to clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation of this morning.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. M. Fransen
H. G. Smith
S. H. Probert
Goldie Lewis

git confirmed

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MAY [illegible] 1952
FOR FILING

File

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 14, 1952
Salem, Oregon

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Mr. Williams:

All the right of way has been acquired or placed under condemnation for the Second Street-Third Street couplet in The Dalles, Wasco County. The project may be awarded.

FORREST COOPER
Right of Way Engineer

By R. L. Porter
R. L. Porter
Ass't. Right of Way Engineer

FC:jb

RECEIVED
MAY 15 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Cross Referenced To:
Maint
Traffic
Routing

April 25, 1952

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission has accepted the bid in the amount of $100,678.70 for grading and paving The Dalles Section of the Columbia River Highway in The Dalles in Wasco County submitted by you on April 22, 1952. Yours was the low bid received for this project, and the Commission has awarded the contract to you subject to clearance of right of way matters.

The Engineer was authorized and instructed to prepare contract forms for execution by you when such concurrence has been received and the right of way matters have been clarified.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Enclosure

RECEIVED

FORM E-60X- 8M 8-51 47199

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1952

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I wish to call your attention to the necessity of filing at least one condemnation case for the acquisition of right of way of The Dalles Section of the Columbia River Highway in The Dalles, which job has been advertised for awarding at the April meeting of the Highway Commission.

The property that will have to be acquired by condemnation is owned by Mr. Arthur N. Muller. The complaint has been filed; however, the property is improved with a corrugated iron type warehouse, 40' x 50' in size, that is used for storage of tractors and farm machines, and which building is in the construction area. I anticipate that Mr. Muller will refuse to vacate the premises until the condemnation suit has been tried, and if such be the case, there, of course, would be delay in the contractor's performance of the work, and the State could be subject to claims made by the contractor for such delay.

As you know, we do not have an adequate remedy by law for the taking of possession of property against the wishes of the owner when such property is actually occupied by the owner with buildings and personal property. I am calling this matter to your attention so that you may be fully aware of the problems that could be present if the contract is awarded and Mr. Muller refuses to vacate the premises.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams
Forrest Cooper

RECEIVED
FOR FILING
FORM E-20 25M 3-51 47196

Cross Referenced To:
Maint
Traffic
Routing

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1952

SUBJECT:

2984
2946

To: Mr. W. C. Williams

OFFICE

NOTED
W. C. WILLIAMS

Enclosed is one copy of a grade resolution adopted by the City of The Dalles and signed by the Mayor and City Clerk agreeing to grade changes necessitated by the construction of the The Dalles section of the Columbia River Highway up for bid on April 22.

The resolutions were forwarded to the city by your letter of April 2 and two signed copies were returned to this office. We have retained one signed copy for our files.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

RECEIVED
APR 10 1952
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 7 1952
FOR FILING

[illegible]

#3711

2924
2946

Cross Referenced To:
Trial
Traffic
Routing

April 2, 1952

Mr. Loyd Brady
City Manager
The Dalles, Oregon

Dear Sir:

Enclosed are three copies of a standard form of grade resolution covering grade changes on East Second Street from Taylor Street to the proposed connection between East Second and Third Streets and on Monroe and Taylor Streets at their intersection with the proposed connection. Also enclosed is a set of plans upon which the elevations described on page two of the resolution are shown in orange (see pages 4 and 5 of plans). Oregon law requires that consent of the governing body of the interested municipality be obtained before the Highway Commission may change the grade of a city street. The grade changes covered by the resolution are in connection with the The Dalles Section of the Columbia River Highway, bids on which will be received at the April Highway Commission meeting.

Please present this resolution to the City Council, and if approved, return two copies signed by the Mayor and City Recorder. As a contract cannot be let until the executed resolution is in our hands, it would be appreciated if the signed copies could be mailed so as to arrive in Salem prior to April 16.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

Encl.
WCW
cc: John W. Cattrall

FORM E-30 25M 3-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1952

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Enclosed is a suggested letter to Mr. Brady, City Manager of the Dalles, together with three copies of a grade resolution and one copy of the The Dalles Section plans for enclosure. Copies of the grade resolution and plans are also enclosed for the general files and your personal file.

When this office forwarded this type of resolution direct to the city involved, we enclosed a return envelope for the city's use. Such an envelope is attached if you wish to forward it to the city.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

RESOLUTION

WHEREAS, State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, is routed through the City of The Dalles, Wasco County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

East and West Second Street from Lincoln Street to the Brewery Grade.

East and West Third Street from Lincoln Street to Taylor Street.

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

DESCRIPTION OF CENTER LINE FINISHED GRADE (U.S.G.S. DATUM)

EAST SECOND STREET FROM TAYLOR STREET TO THE COLUMBIA RIVER HIGHWAY EAST BOUND ROUTE

Beginning at an elevation of 107.48' at the intersection of the center line of East Second Street (The Columbia River Highway West Bound Route) with the center line of Taylor Street; thence continuing along the center line of East Second Street as follows: To elevation 107.75 at a point which is approximately 21' easterly (when measured along the center line of East Second Street) from the center line of Taylor Street; thence to elevation 109.00' at a point which is approximately 61' easterly (when measured along the center line of East Second Street) from the center line of Taylor Street; thence to elevation 110.00' at a point which is approximately 81' easterly (when measured along the center line of East Second Street) from the center line of Taylor Street; thence to elevation 111.35' at a point which is approximately 141 feet easterly (when measured along the center line of East Second Street) from the center line of Taylor Street; thence to elevation 111.28' at a point which is approximately 166 feet easterly (when measured along the center line of East Second Street) from the center line of Taylor Street; thence to elevation 111.30' at the intersection with the center line of the Columbia River Highway East Bound Route.

Elevation 106.57 feet at the intersection of the center line of Monroe Street with the center line of the Columbia River Highway East Bound Route.

Elevation 112.07 feet at the intersection of the center line of Taylor Street with the center line of the Columbia River Highway East Bound Route.

And, WHEREAS, under the provisions of the laws of the State of Oregon, the Highway Commission is given jurisdiction over streets taken over for state highway purposes, but, before the grade of any such street as the same may have been maintained by the City or Town is changed, consent to such grade change must be given by the governing body of the interested municipality.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of **The Dalles**, **Wasco** County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described hereinabove and which are traversed by State Highway No. 2 of the State of Oregon, known as the Columbia River Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as described hereinabove, are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and maintain the said streets in accordance with said grade changes.

In consideration of the aforesaid construction by the State Highway Commission, the city hereby agrees to adopt such additional resolutions, ordinances or procedures as may be necessary or proper to effect the change of grade and provide for the improvement and maintenance of said streets.

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and maintenance.

Passed by the Common Council of the City of **The Dalles**, **Wasco** County, Oregon, this 7th day of April, 19**52**.

Attest:

City ~~Recorder~~ Clerk

Mayor

Form cc-21

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FOR FILING

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#3411

December 12, 1951

A. C. Grindle, Clerk
City Hall
The Dalles, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your city a fully executed copy of an agreement between the State Highway Commission and the City of The Dalles covering the proposed one-way traffic plan and signal installations in the City of The Dalles, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

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Enc. 1

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FOR FILING

33-1029

#3711

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1951

2924
2946

SUBJECT: Assignment No. 2946

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Misc. C+a#1347

Herewith three copies of an agreement covering the proposed one-way traffic plan and signal installations in the City of The Dalles. Two copies of this agreement have been signed by the proper city officials and are now ready for presentation to the Commission.

A check in the amount of $12,500 representing the City's share in the estimated cost of the project has been received and transferred to Mr. Glaisyer's office.

This completes Assignment No. 2946.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

NOTED
W. C. WILLIAMS

RHP:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE July 16, 1951 Minute Page 18275
HBGlaisyer
SECRETARY

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[illegible] 1951
FOR FILING

[illegible]

270

Cross Referenced To:
[illegible]

4-d

September 20, 1951

Oregon State Highway Commission

Gentlemen:

We will be ready to call for bids this fall on the one-way street system in The Dalles, which you authorized last summer. Although the project will be advertised this fall so that certain grading and curbing work can be performed this winter, no paving will be done until next spring. We have determined that the present route (Second Street) of US30 through The Dalles is in poor condition and is exceedingly costly in maintenance. The existing street should be resurfaced with asphaltic concrete, which is estimated to cost $15,000.

It would result in a considerable saving in cost if we could include the surfacing of the existing highway in the other work to be done for the one-way street system, and your authority is respectfully requested to call for bids for the necessary repaving in the same contract. The cost thereof, $15,000, would necessarily be added to this state construction project which you have approved to the amount of $140,000 for construction and right of way, plus $25,000 of traffic signals which will be shared equally by the State and the City. The addition of $15,000 will make the state authorization equal $167,500.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi

cc Mr. W. C. Williams
Mr. M. H. Hawke

RECEIVED
SEP 21 1951
FOR FILING

33-1027

311

The Dalles

Cross Referenced To:
~~Maint~~
~~Traffic~~
~~Routing~~

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1951

NOTED
W. C. WILLIAMS

SUBJECT: State-City Agreement
One-way Street System
US30 - The Dalles

To: J. M. Devers

L

I have your letter in regard to additional data on the one-way system on US30 in The Dalles. Other than Commission minute entries, there is very little in the way of a file on this subject.

Since writing our letter of September 11, it has been found desirable to make certain changes in the material to be included in the agreement; 3.(a) of the original letter should be altered as follows:

3. (a)
   (1) Improve Lincoln Street between Second and Third Streets.
   (2) Improve Third Street between Lincoln Street and Monroe Street.
   (3) Construct a new connection between Third and Second Streets from Third and Monroe Streets to Second Street at a point approximately 100' east of Taylor Street.
   (4) Pave and construct necessary islands on the Columbia River Highway at the foot of Brewery Grade.

Also the plans submitted with the September 11 letter should not be included in the agreement. In lieu thereof there are attached hereto small city plats showing the sections to be covered in the agreement.

Valdemar P. Johnson
(For) F. B. Crandall
Traffic Engineer

VJ:brs
attachment
cc: W. C. Williams ✓

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1 7 1951
FOR FILING
FORM E-30X 25M 3-51 47199

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274

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1951

SUBJECT: Preparation of State-City Agreement
One-Way Street Couplet
US30 - The Dalles

To: Mr. J. M. Devers

NOTED
W. C. WILLIAMS

At its meeting of July 16, 1951, the State Highway Commission approved the one-way street plan and the installation of traffic signals on the Columbia River Highway (US30) in the City of The Dalles. To implement this, will you please prepare necessary State-City agreement.

The following points should be covered in the agreement:

1. The highway involved is the Columbia River Highway, No. 2, US30.
2. The streets involved are Second Street, Third Street, Lincoln Street, and a connecting street between Third and Second Streets.
3. There are two phases of work to be accomplished. The first consists of those phases treating with construction and right of way; the second consists of the installation of traffic signals and related parking restrictions and traffic regulations.
    - (a) With respect features of construction, the State shall do all of the work outlined below as is shown on the attached plan, including purchase of necessary right of way, and pay all costs thereof. The work is estimated to cost $140,400.
        - (1) Construction of a diagonal connection between Third Street and Second Street.
        - (2) Construction of necessary channelizing islands.
        - (3) Widening and improving Lincoln and Third Streets
    - (b) The State shall install a traffic signal system and pay one-half of the cost thereof. The State's share is estimated to be $12,500.

(1) Installation of an interconnected system of traffic signals complete with steel poles, one overhead, three-light vehicle signal directed to the traffic entering the intersection from each direction, corner "Wait-Walk" pedestrian signals, and overhead illuminated "One-Way" signs at the following intersections:

Second and Union Streets
Third and Union Streets
Second and Washington Streets
Third and Washington Streets
Second and Laughlin Streets
Third and Laughlin Streets
Second and Madison Streets
Third and Madison Streets

4. The State shall add to the State Highway System Lincoln Street between Second and Third Streets, Third Streets between Lincoln and Monroe Streets, and the diagonal connection between Second and Third Streets and care for the future maintenance on these streets.

5. The City shall widen and improve Pentland Street between Second Street and Third Street at its sole expense.

6. The City shall enact and submit with the signed agreement ordinances providing for the following:

(a) That Second Street between the connection from Third Street east of Taylor Street to Lincoln Street shall be a one-way street to accommodate westbound traffic.

(b) That Lincoln Street between Second Street and Third Street and Third Street between Lincoln Street and Monroe Street and the diagonal connection between Third Street and Second Street shall be a one-way street to accommodate eastbound traffic.

(c) That Third Street from the east property line of Lincoln Street easterly and utilizing the connection between Third Street and Second Street to Second Street shall be a through street with all traffic required to stop before entering.

(d) That all traffic at the intersection of Second Street and Lincoln Streetmoving from east to south shall be required to stop before entering Lincoln Street

(e) That all traffic at the intersection of Third Street and Lincoln Streetentering from the west and south be required to stop.

7. The City shall pay one-half the cost of the traffic signal system. The City's share of this item is estimated to be $12,500. When returning the signed agreements, the City shall submit its check for its share of the cost of the signal system.

8. The City shall maintain and operate the signal system at its sold expense after the installation. The State shall develop progressive timing for the signals and at no time shall it be changed without the approval of the State.

9. Prior to the institution of the one-way street plan, if such is not already enacted, the City shall enact such ordinances as are necessary establishing parallel parking and restricting parking for proper operation of the one-way street couplet.

If, after preparation of this agreement, you will submit it to this office through Mr. Williams, we will check it and care for further processing.

F B Crandall

F. B. Crandall
Traffic Engineer

JAH:bv

Attachment

cc: W. C. Williams
H. G. Smith
J. W. Cattrall

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5th, 1951

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In connection with the one-way street system in The Dalles, Mr. Chandler submits an estimate of $83,624 for the cost of improving Third Street, and he also suggests that Second Street be resurfaced with a 1½-inch lift of asphaltic concrete at an estimated cost of $14,468. He points out that Second Street is in very poor condition and, therefore, requires the constant attention of the maintenance and patching crews without ever getting the street in satisfactory condition.

I recommend that you ask the Commission for the additional $14,468 to resurface Second Street and bring the entire project up to desirable standards.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
FOR FILING
[illegible]
3711

3d
July 16

please return this file & [illegible]

August 10, 1951

Hon. Marshall V. Nelson
Mayor of the City of The Dalles
City Hall
The Dalles, Oregon

Dear Sir:

The Highway Commission at its meeting on July 16 considered The Dalles City Resolution No. 465 concerning a one-way street plan and traffic signals in the city of The Dalles.

This matter, which had been previously considered, was discussed further and as a result the Commission moved to proceed with the plans. A formal agreement outlining specific responsibilities of the State and the City will be prepared and forwarded to you at a later date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(51)

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

LLC064 SSD063

PR.TDA012 PD=THE DALLES ORG 16 850A= 1951 JUL 16 AM 9 14

STATE HIGHWAY COMMISSION=
GREEN ROOM IMPERIAL HOTEL PORTLAND ORG=

COUNCIL OF DALLES CITY REQUESTS YOU TO INSTALL ONE WAY STREET COUPLETS AS PLANNED=

MARSHALL W NELSON MAYOR=

3d

7/16/51

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

July 11, 1951

Members of the Oregon State Highway Commission

Gentlemen:

Item 12 on the list of "Unfinished Business" as of May 25, 1951 concerns a proposal for one-way street system through The Dalles. In the discussion of this matter on May 24, you referred it back to the Engineer to ascertain how much, if anything, the city would contribute toward the cost of installing traffic signals as are required.

I have just received a copy of the city's resolution in that regard, and you will note the city agrees to pay 50% of the cost of the installation, and will also adopt and enforce necessary ordinances to regulate the flow of traffic when the one-way system and traffic signals are installed.

This will be an agenda item or consideration by the Commission at its July meeting.

Respectfully yours,

Secretary

HBG:ls
Enc.

RECEIVED
MAY 23 1951
FOR FILING

38-...

374

Cross Referenced To:
Maint
Traffic
Routing

May 21, 1951

8-i

Oregon State Highway Commission

Gentlemen:

We have completed our preliminary surveys for a one-way street system on U.S. 30 through the city of The Dalles, and a map will be presented at the next meeting indicating to you the proposed plan.

The over-all cost is estimated at $165,000, of which amount approximately $84,000 is for construction, $56,000 is for right of way, and $25,000 is for traffic signals.

The City of The Dalles has indicated its willingness to cooperate on this project to the extent of 50% of the cost of right of way and traffic signals. This would result in $28,000 as the City's share of the right of way and $12,500 as its share of the traffic signals, for a total of $40,500. The City does not have the money now, but will agree to pay $10,000 in July of this year and $10,000 each year thereafter, until the obligation is fulfilled.

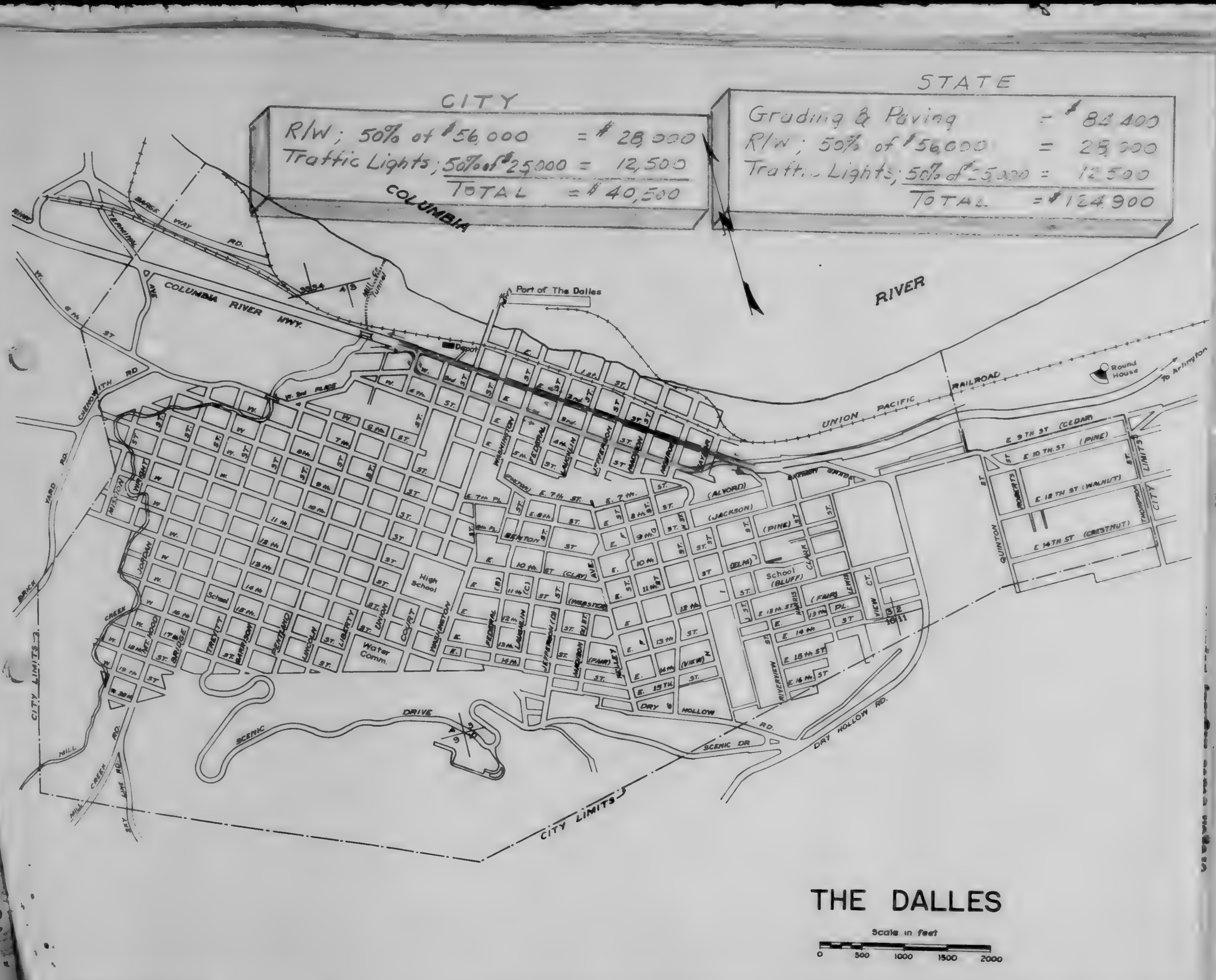
This matter will be on the agenda for your consideration, and in the event you approve of such a plan we will proceed with the preparation of a form of agreement to be executed between the State and City, after which plans may be prepared for the project if approved.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hawke



CITY

R/W; 50% of $56,000 = $28,000
Traffic Lights; 50% of $25,000 = 12,500
TOTAL = $40,500

STATE

Grading & Paving = $84,400
R/W; 50% of $56,000 = 28,000
Traffic Lights; 50% of $25,000 = 12,500
TOTAL = $124,900

THE DALLES

Rev. 8-30-49

3-d

RESOLUTION NO. 465

WHEREAS the Council on the 15th day of March, 1950, determined to request the Oregon State Highway Commission to make a survey and study of the proposition of a one way street couplet through Dalles City, and such request was thereafter forwarded to the Highway Commission, and

WHEREAS on the 3rd day of April, 1950, the Oregon State Highway Commission authorized the survey and study of this proposition and thereafter caused to be compiled plans, specifications and cost estimates for a one-way couplet calling for westbound traffic on Second Street from the Brewery Grade to Lincoln Street and for eastbound traffic on Third Street from Lincoln Street to the Brewery Grade, which plans, specifications and cost estimates were subsequently forwarded to the Council of Dalles City, and which also provided for the inclusion of a system of traffic signals in the couplet, and

WHEREAS the Council thereafter held a public hearing on the 15th day of June, 1951, at which time all interested persons were invited to be present to inspect the plans and specifications and cost estimates and to discuss the same, and

WHEREAS on this 18th day of June, 1951, the Council has inspected and approved the plans and specifications, and especially as they relate to the inclusion of a system of traffic signals, part of the cost of which is to be borne by Dalles City,

NOW THEREFORE BE IT RESOLVED by the Council of Dalles City, a municipal corporation of the state of Oregon, that the Council do and it hereby does approve the above described plans and specifications of the Oregon State Highway Department for a one-way street couplet in Dalles City, Oregon, to provide for one-way traffic on U.S. Highway 30 in Dalles City, and including a system of traffic signals, and

E.R.

E.R

BE IT FURTHER RESOLVED that the Mayor and City Clerk be and they hereby are authorized to enter into an agreement with the Oregon State Highway Commission wherein Dalles City shall agree to pay one-half of the cost of said system of traffic signals, and

BE IT FURTHER RESOLVED that when the one-way system and traffic signals are installed the Council shall adopt and enforce the necessary ordinances to regulate and maintain the flow of traffic in the one-way pattern.

Passed by the Council this 18th day of June, 1951, by the following vote:

Yes 5

No 0

Absent 0

S/ Marshall W. Nelson
MAYOR

ATTEST:

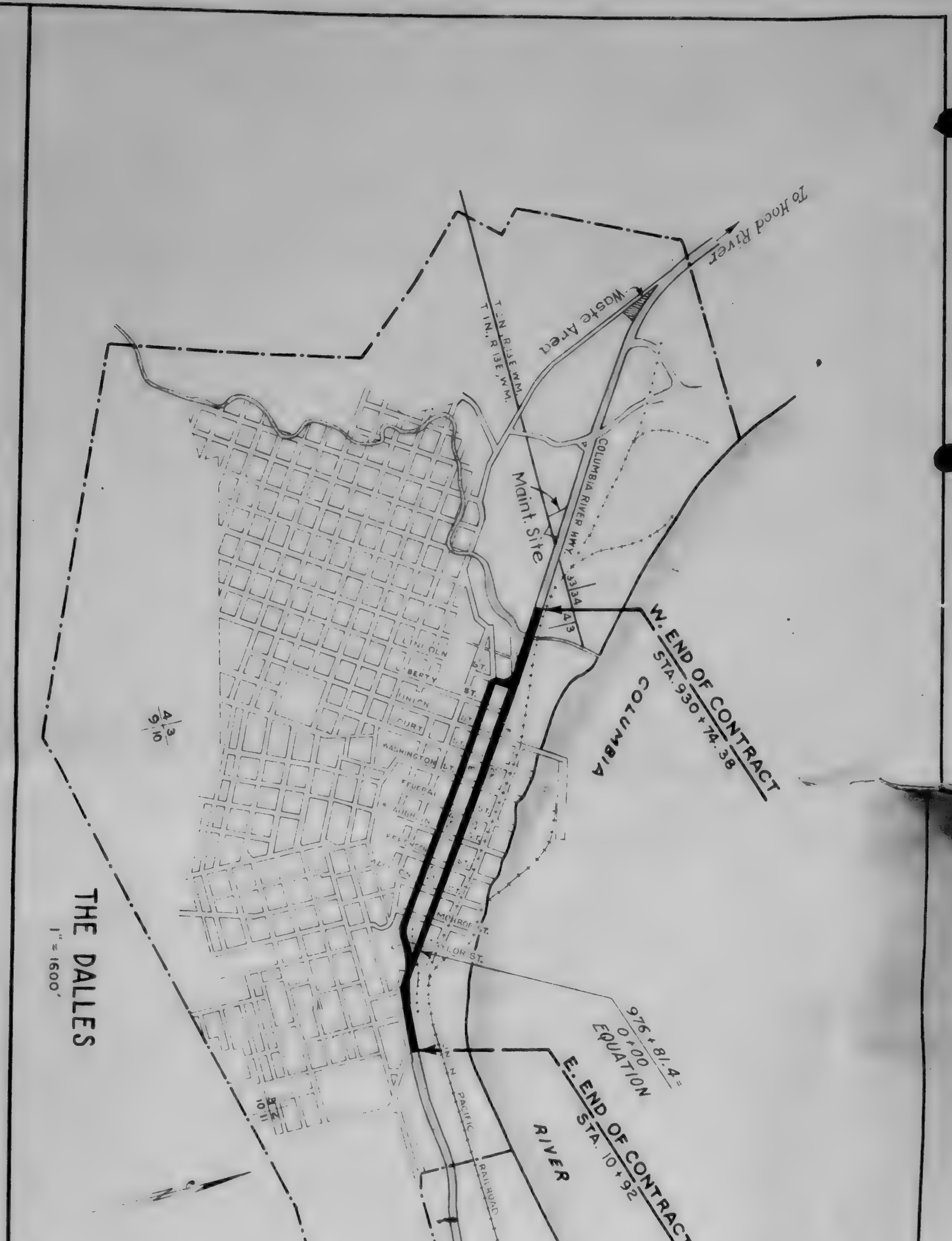
S/ A C Grindle
City Clerk

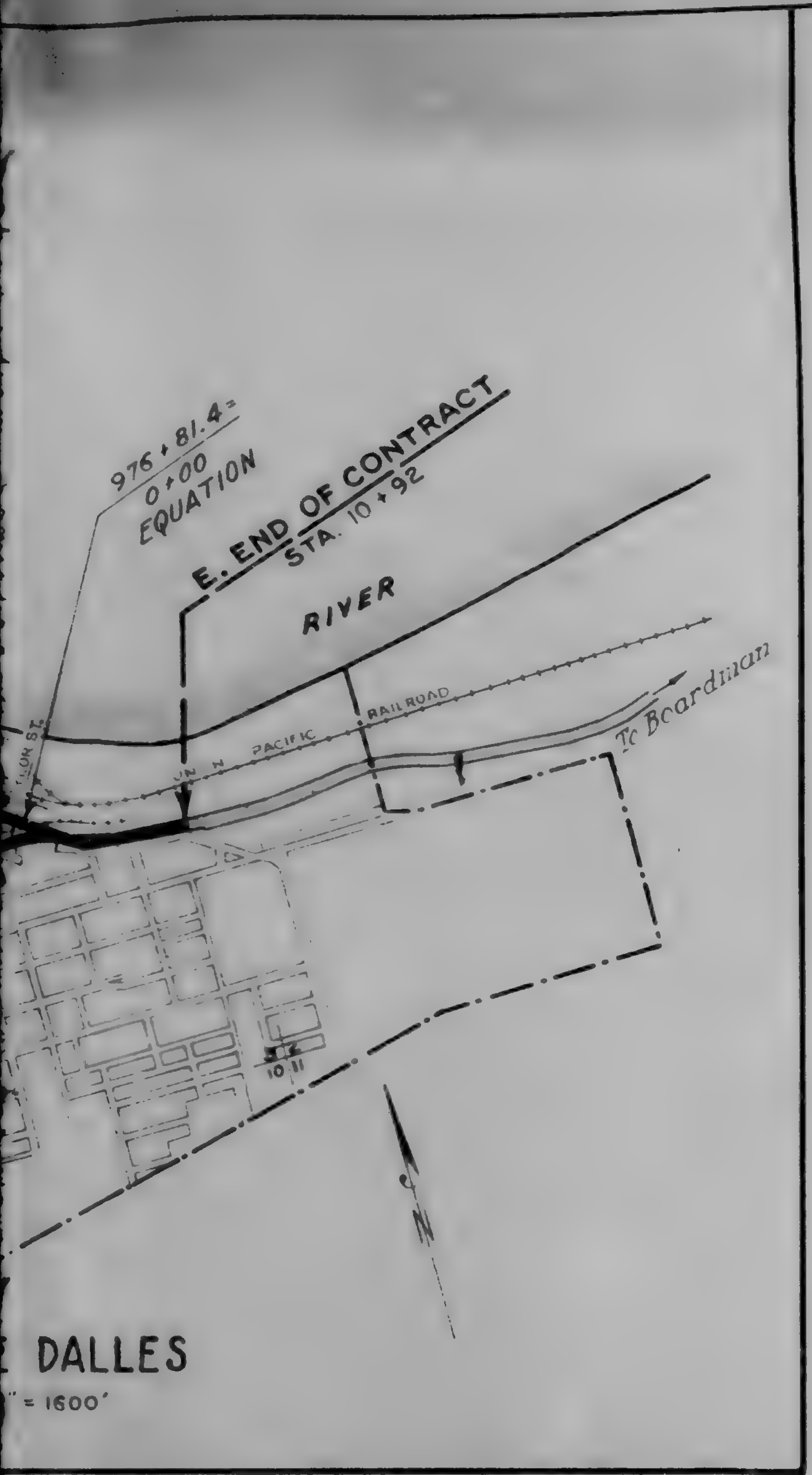
State of Oregon)
) ss.
County of Wasco)

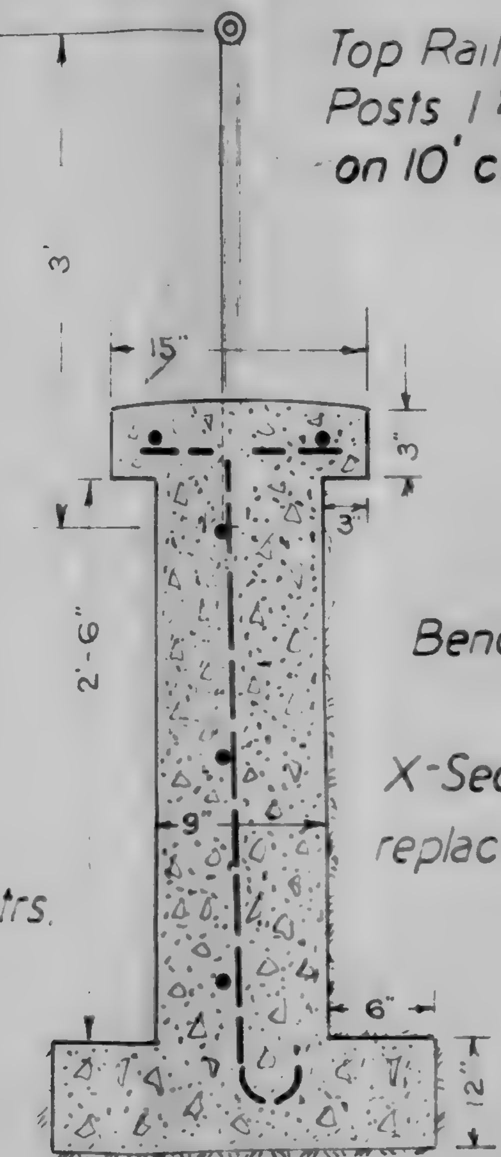
I, A. C. Grindle, do hereby certify that I am the duly appointed and qualified City Clerk of Dalles City, Oregon, and that I have compared the foregoing copy of Resolution No. 465 of the Council of Dalles City with the original thereof in my possession as part of the official records of Dalles City and that it is a true and correct copy therefrom and of the whole thereof.

Dated this 7 day of July, 1951.

A C Grindle
City Clerk

THE DALLES
1" = 1600'
To Hood River
Waste Area
T. N. R. 13 E. W.M.
T. 1 N., R. 13 E. W.M.
COLUMBIA RIVER HWY.
Maint. Site
W. END OF CONTRACT
STA. 930 + 74.38
COLUMBIA
RIVER
LINCOLN ST.
LIBERTY ST.
UNION
COURT
WASHINGTON ST.
FEDERAL
MONROE ST.
TAYLOR ST.
976 + 81.4 =
0 + 00
EQUATION
E. END OF CONTRACT
STA. 10 + 92
PACIFIC RAILROAD
To Boardman
4|3
9|10
10|11
N



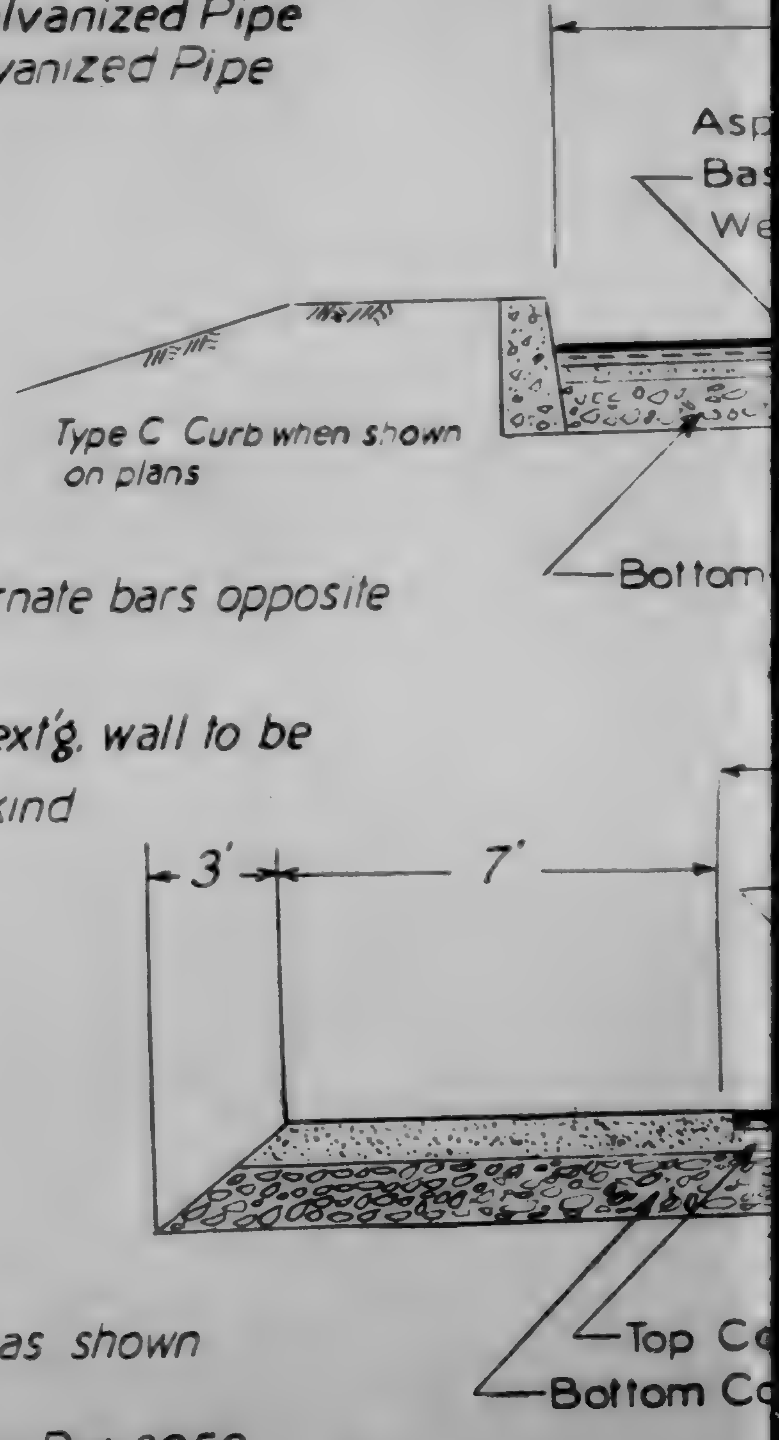


Top Rail 1" Galvanized Pipe
Posts 1 ¼" Galvanized Pipe
on 10' ctrs.

Bend alternate bars opposite

X-Section ext'g. wall to be
replaced in kind

½"ϕ bars on 12" ctrs.
each way.



Note, Concrete Driveways to be Type A as shown
Drg. No. 2050.
Concrete Curbs to be Type C as shown on Drg. 2050
H. = 18" exposure 7"

TYPICAL SECTIONS

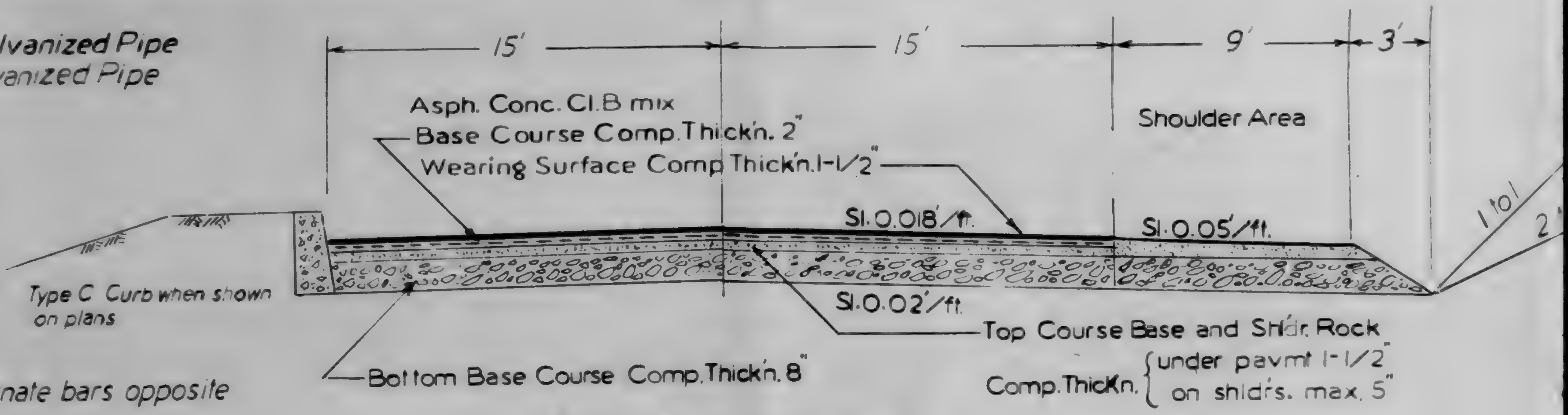
1" Galvanized Pipe
" Galvanized Pipe
rs.

alternate bars opposite

tion ext'g. wall to be
ed in kind

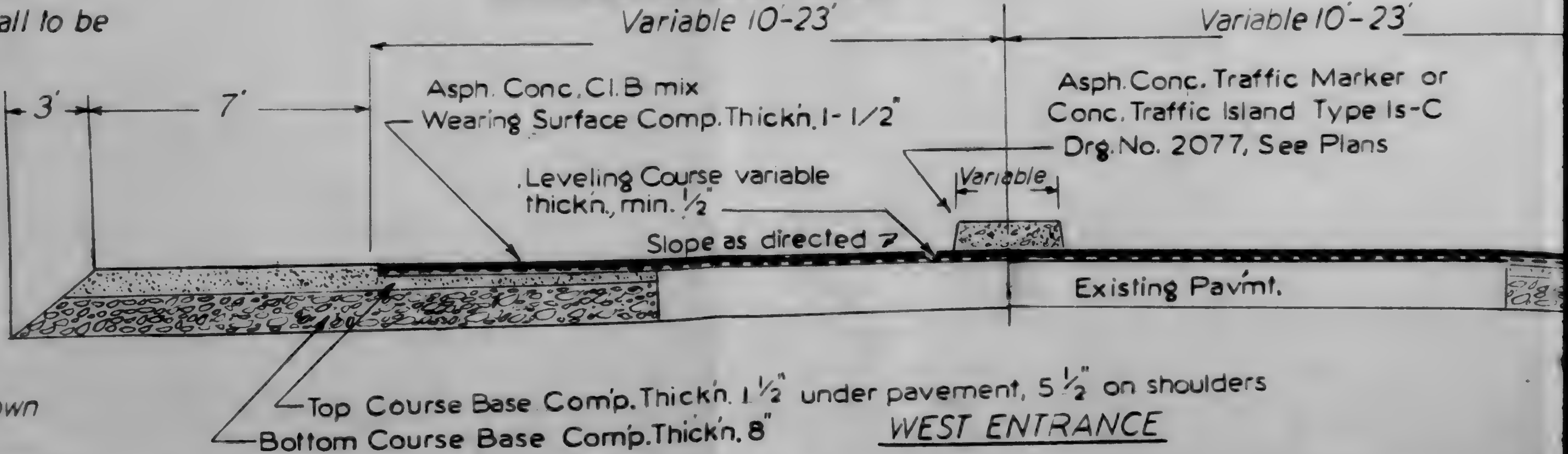
pe A as shown

wn on Drg. 2050



15'
15'
9'
3'
Asph. Conc. Cl. B mix
Base Course Comp. Thick'n. 2"
Wearing Surface Comp Thick'n. 1-1/2"
Shoulder Area
Sl. 0.018'/ft.
Sl. 0.05'/ft.
1 to 2
Type C Curb when shown on plans
Sl. 0.02'/ft.
Top Course Base and Sh'ldr. Rock
Comp. Thick'n. { under pavm't 1-1/2" / on shld'rs. max. 5"
Bottom Base Course Comp. Thick'n. 8"

EAST END CONNECTION



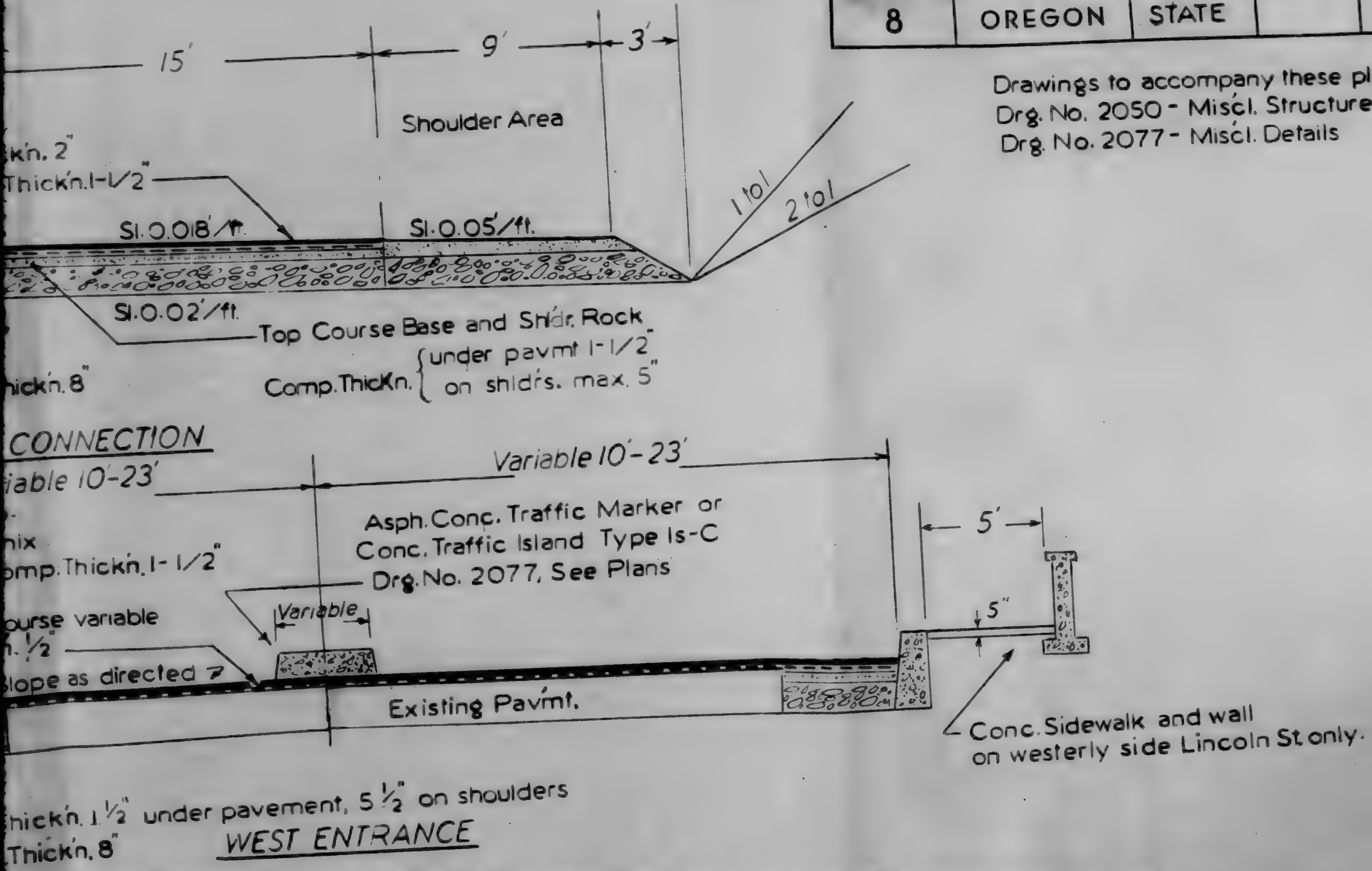
Variable 10'-23'
Variable 10'-23'
3'
7'
Asph. Conc. Cl. B mix
Wearing Surface Comp. Thick'n. 1-1/2"
Asph. Conc. Traffic Marker or Conc. Traffic Island Type Is-C Drg. No. 2077, See Plans
Variable
Leveling Course variable thick'n., min. 1/2"
Slope as directed
Existing Pav'mt.
Top Course Base Comp. Thick'n. 1 1/2" under pavement, 5 1/2" on shoulders
Bottom Course Base Comp. Thick'n. 8"

WEST ENTRANCE

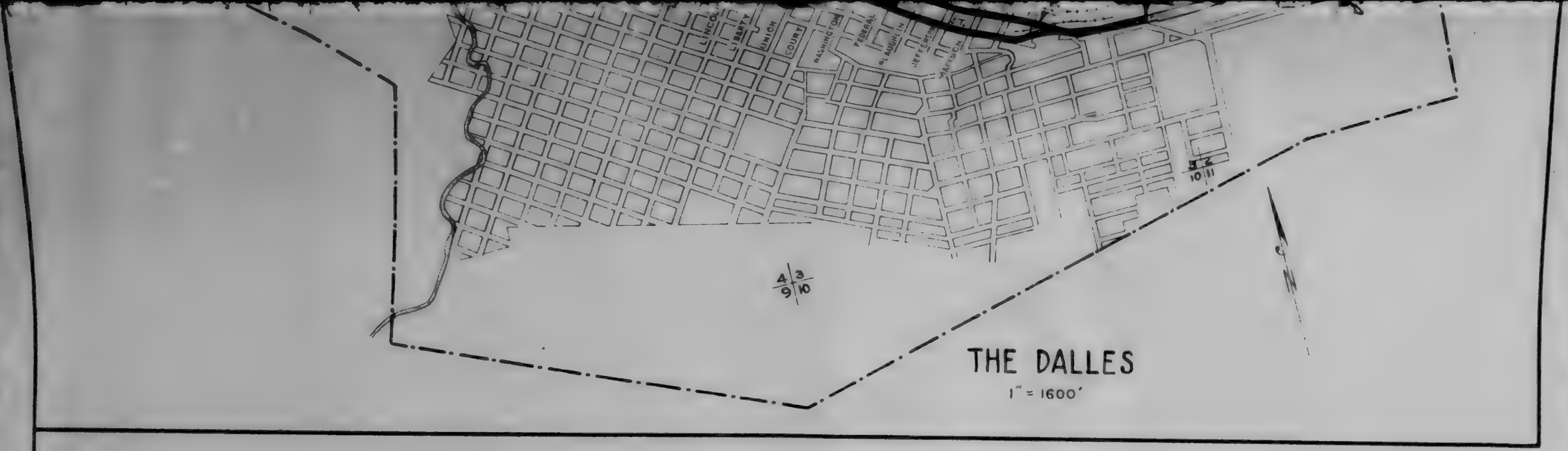
YPICAL SECTIONS

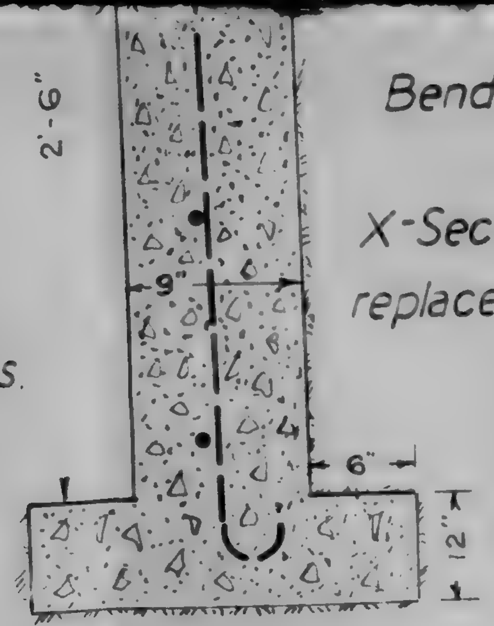
THE DALLES SECTION COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		*See Index*

Drawings to accompany these plans
Drg. No. 2050 - Misc'l. Structures
Drg. No. 2077 - Misc'l. Details



WEST ENTRANCE

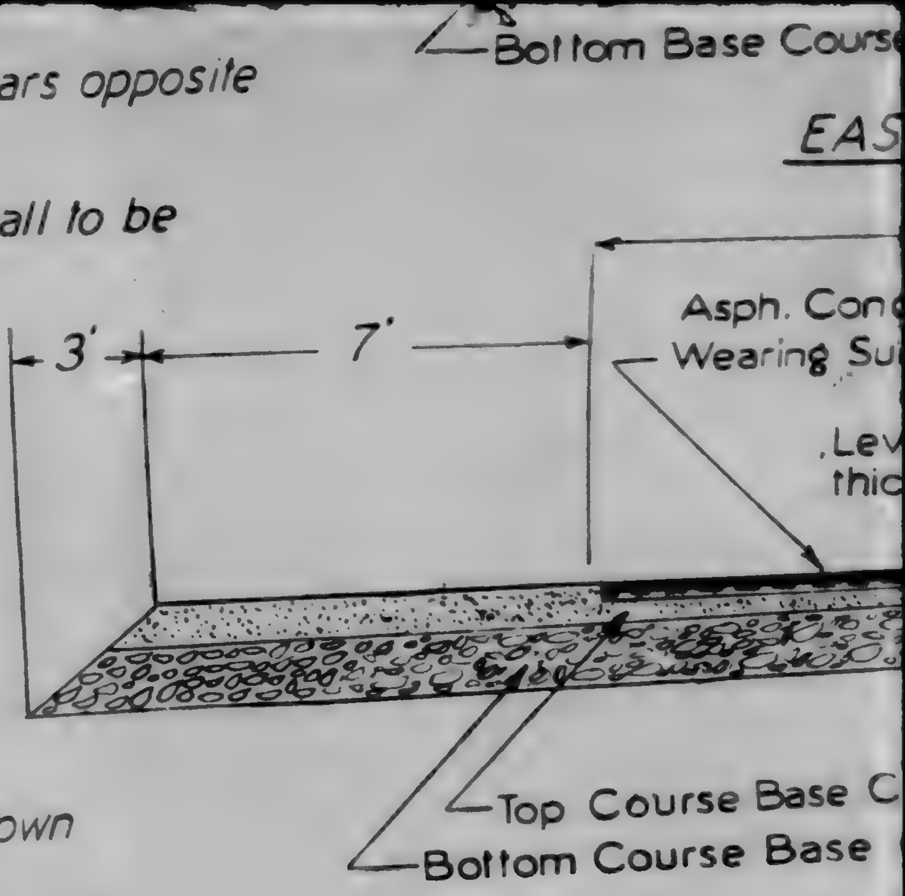

LINCOL
LIBERTY
UNION
COURT
WASHINGTON
FEDERAL
McLAUGHLIN
JEFFERSON
MADISON
ST.
4 3
9 10
3 2
10 11
N
THE DALLES
1" = 1600'



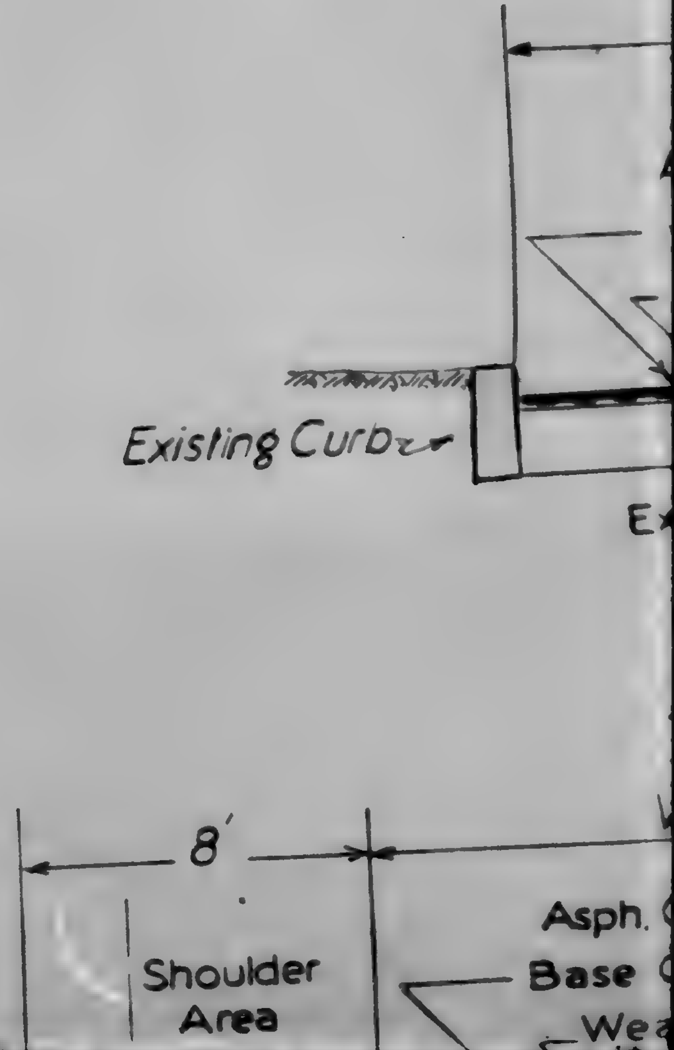
1/2"ϕ bars on 12" ctrs. each way.

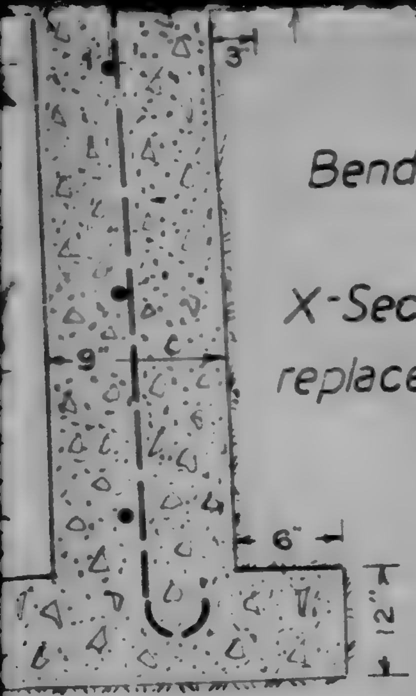
Bend alternate bars opposite

X-Section ext'g. wall to be replaced in kind



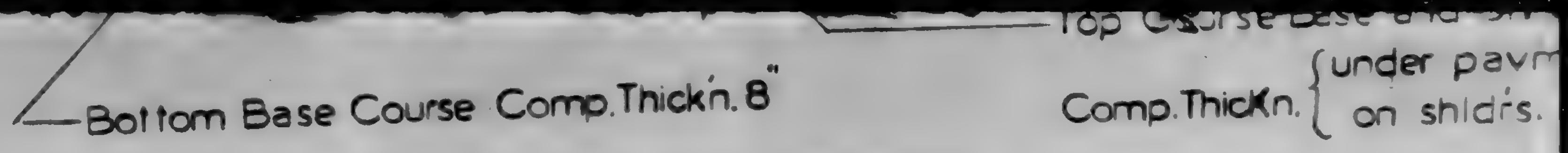
Note, Concrete Driveways to be Type A as shown Drg. No. 2050.
Concrete Curbs to be Type C as shown on Drg. 2050
H.=18" exposure 7"
Concrete Traffic Island to be Type Is.- C as shown on Drg. No. 2077
Catchbasins to be as shown on Drg. No. 2050.



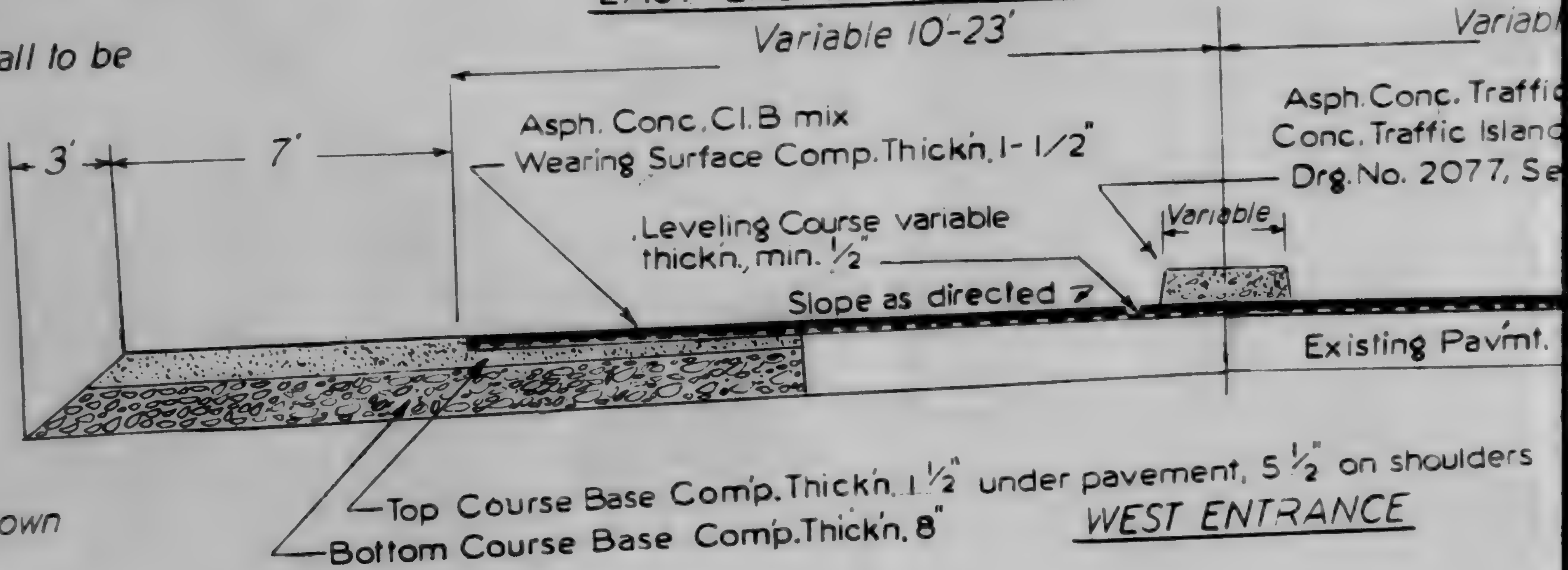


Bend alternate bars opposite

X-Section ext'g. wall to be replaced in kind


Top Course Base and Sh
Bottom Base Course Comp. Thick'n. 8"
Comp. Thick'n. { under pavm
on shldrs.

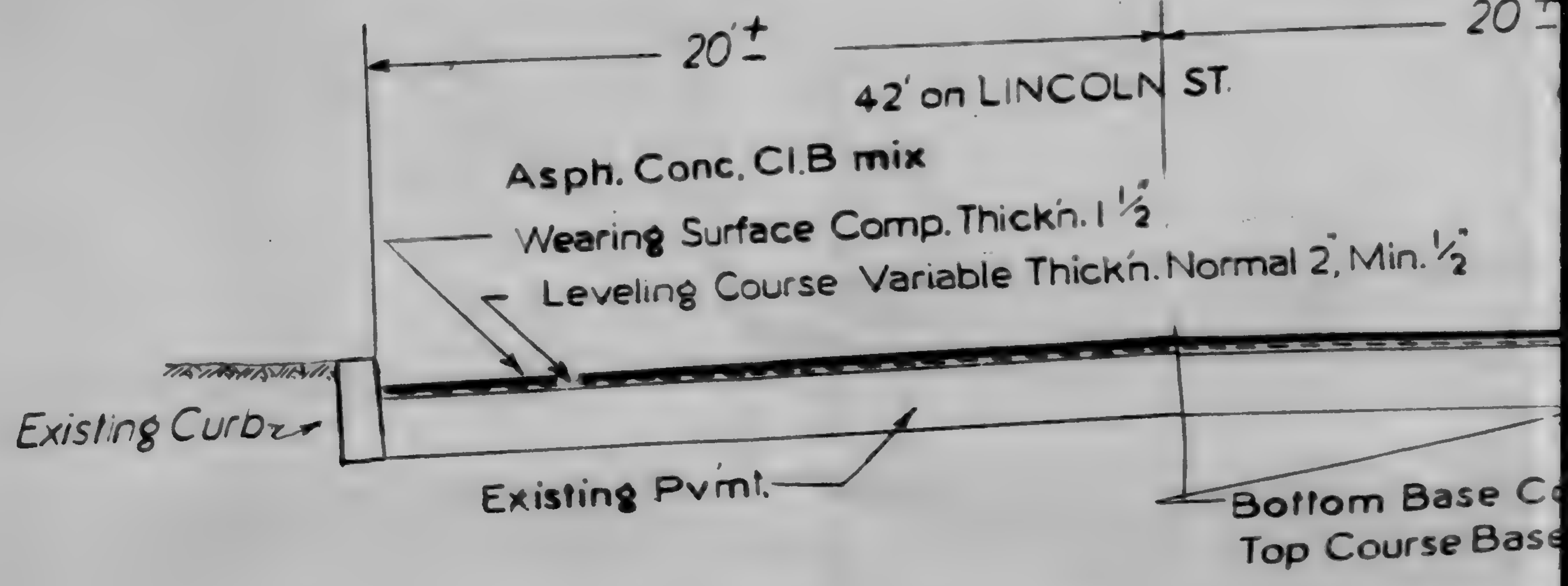
EAST END CONNECTION


Variable 10'-23'
Variabl
3'
7'
Asph. Conc. Cl. B mix
Wearing Surface Comp. Thick'n. 1-1/2"
Leveling Course variable thick'n., min. ½"
Slope as directed
Asph. Conc. Traffic
Conc. Traffic Island
Drg. No. 2077, Se
Variable
Existing Pavm't.
Top Course Base Comp. Thick'n. 1½" under pavement, 5½" on shoulders
Bottom Course Base Comp. Thick'n. 8"

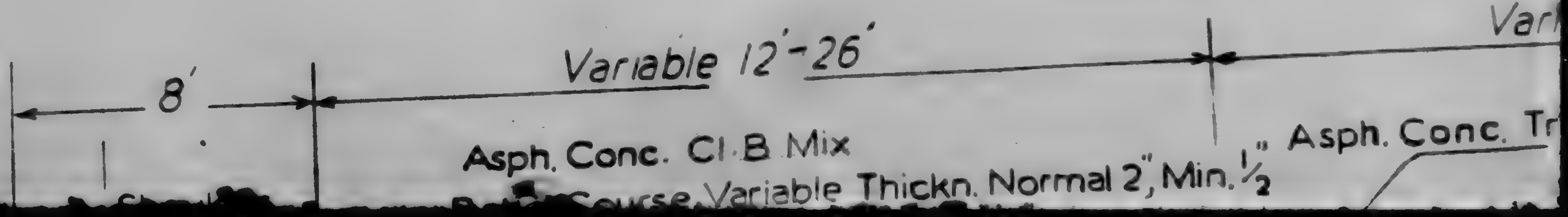
WEST ENTRANCE

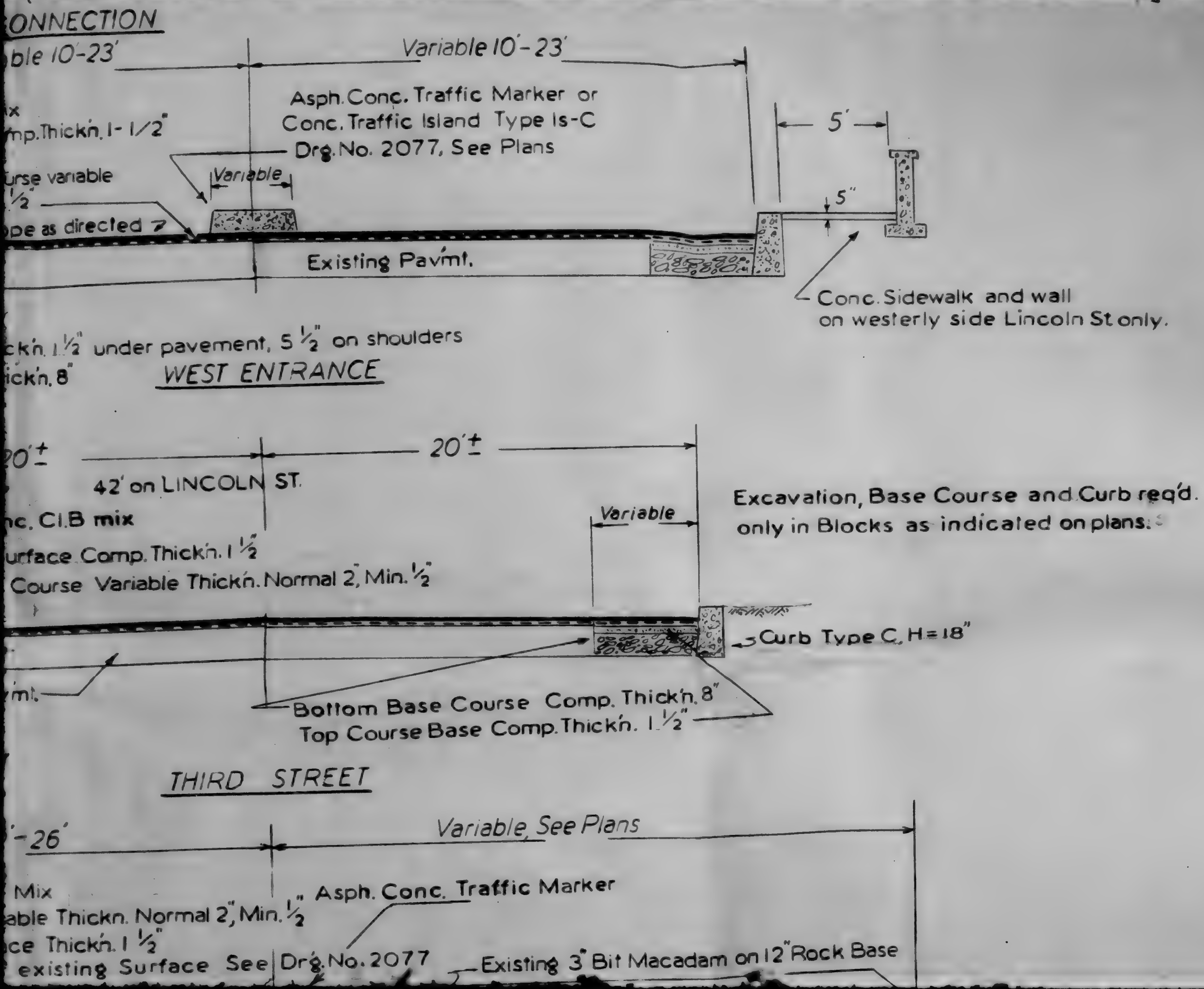
Driveways to be Type A as shown

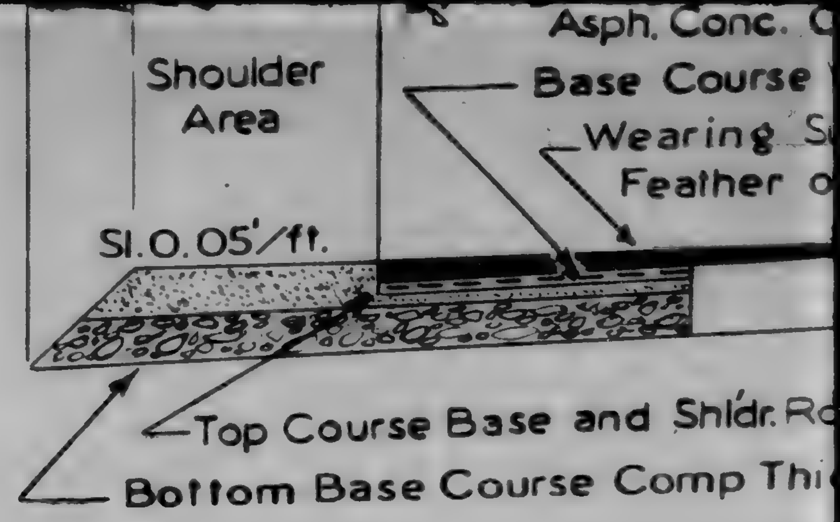
to be Type C as shown on Drg. 2050
e 7"
Island to be Type Is - C as shown
77
be as shown on Drg. No. 2050.

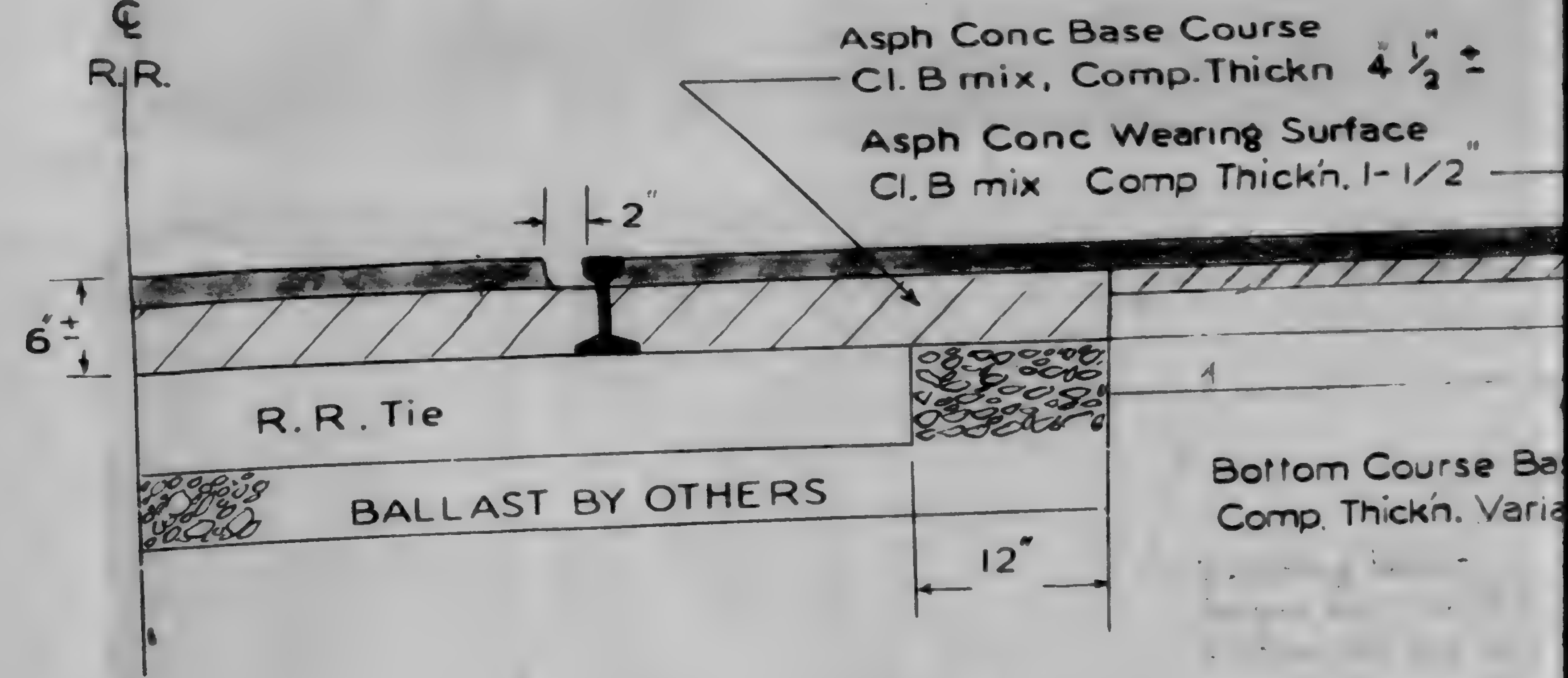


THIRD STREET

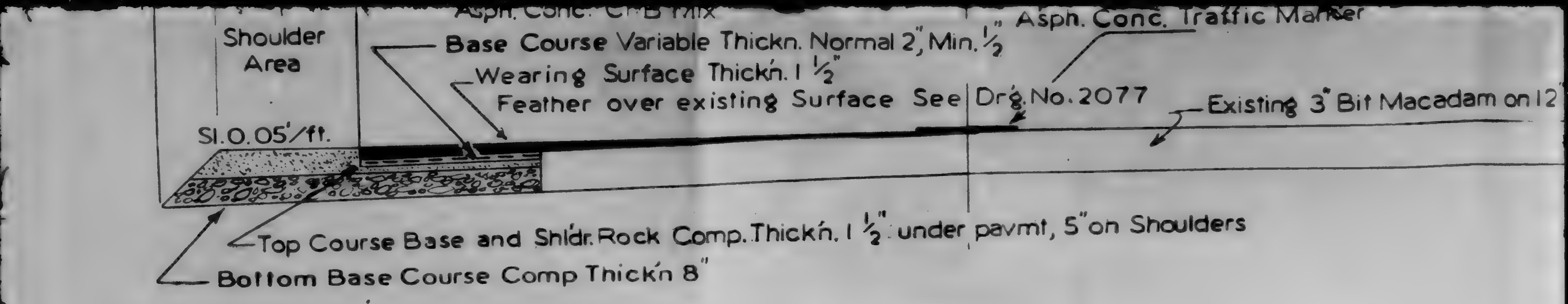



ONNECTION
ble 10'-23'
Variable 10'-23'
x
np.Thick'n. 1-1/2"
Asph. Conc. Traffic Marker or
Conc. Traffic Island Type Is-C
Drg. No. 2077, See Plans
urse variable
1/2"
Variable
pe as directed
5'
5"
Existing Pav'mt.
Conc. Sidewalk and wall
on westerly side Lincoln St only.
ck'n. 1 1/2" under pavement, 5 1/2" on shoulders
ick'n. 8"
WEST ENTRANCE
20'±
20'±
42' on LINCOLN ST.
nc. Cl.B mix
urface Comp. Thick'n. 1 1/2
Course Variable Thick'n. Normal 2", Min. 1/2"
Variable
Excavation, Base Course and Curb req'd.
only in Blocks as indicated on plans.
Curb Type C, H=18"
mt.
Bottom Base Course Comp. Thick'n. 8"
Top Course Base Comp. Thick'n. 1 1/2"
THIRD STREET
-26'
Variable, See Plans
Mix
able Thickn. Normal 2", Min. 1/2"
Asph. Conc. Traffic Marker
ce Thick'n. 1 1/2"
existing Surface See Drg. No. 2077
Existing 3" Bit Macadam on 12" Rock Base

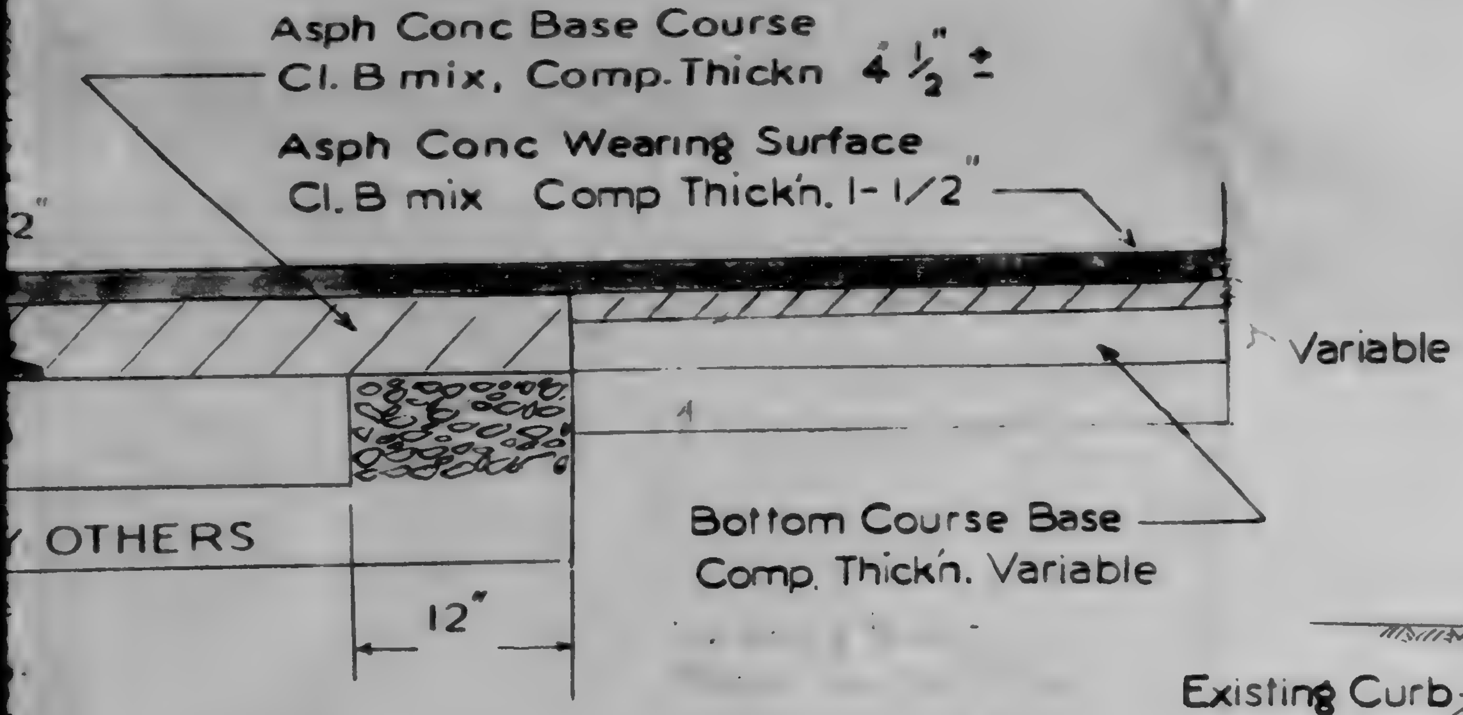



℄ R.R.
2"
6" ±
Asph Conc Base Course Cl. B mix, Comp. Thickn 4 1/2" ±
Asph Conc Wearing Surface Cl. B mix Comp Thick'n. 1-1/2"
R. R. Tie
BALLAST BY OTHERS
12"
Bottom Course Ba
Comp. Thick'n. Varia

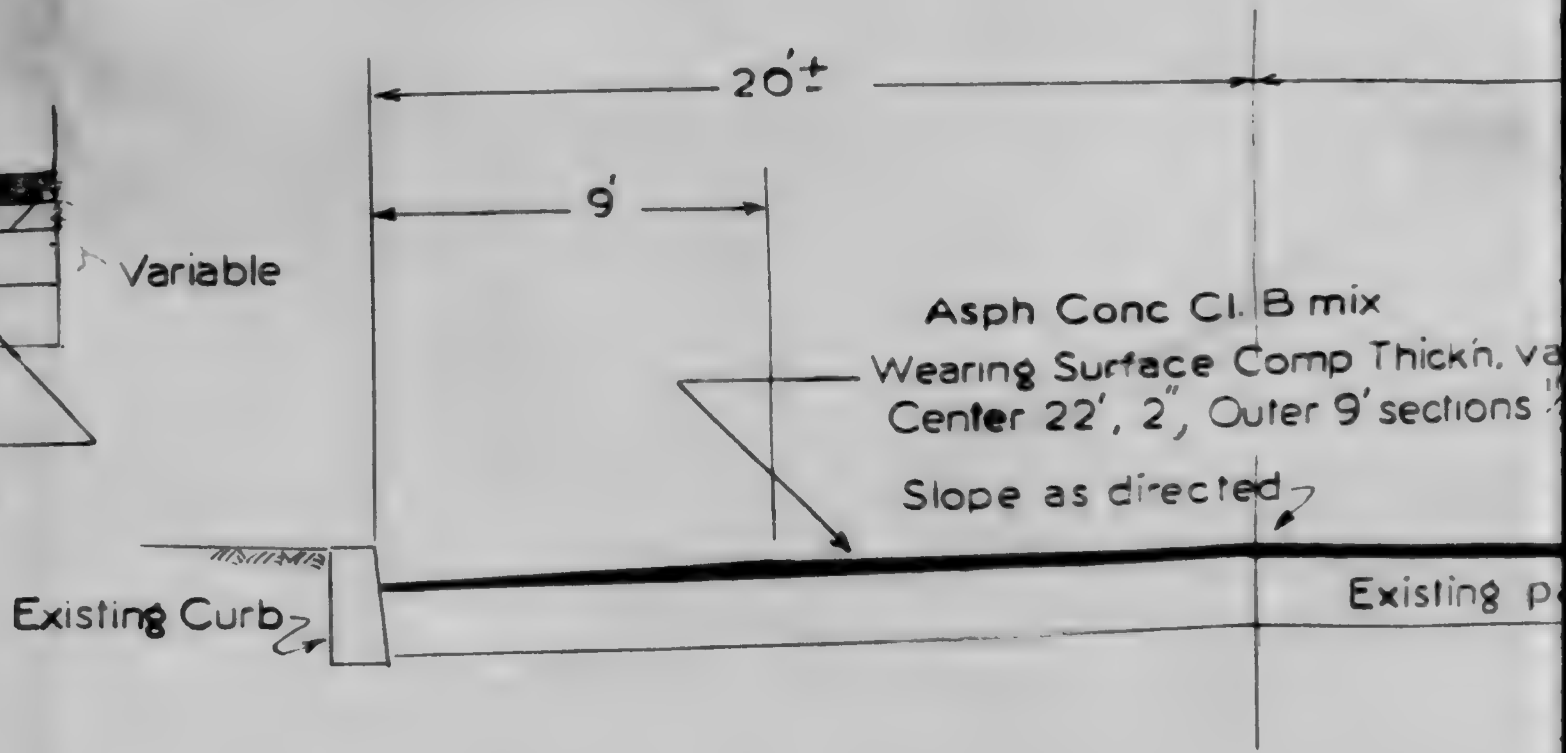
RAILROAD HALF SECTION


Asph. Conc. Cl B mix
Shoulder Area
Base Course Variable Thickn. Normal 2", Min. 1/2"
Asph. Conc. Traffic Marker
Wearing Surface Thick'n. 1 1/2"
Feather over existing Surface See Drg. No. 2077
Existing 3" Bit Macadam on 12
Sl. 0.05'/ft.
Top Course Base and Shldr. Rock Comp. Thick'n. 1 1/2" under pavmt, 5" on Shoulders
Bottom Base Course Comp Thick'n 8"

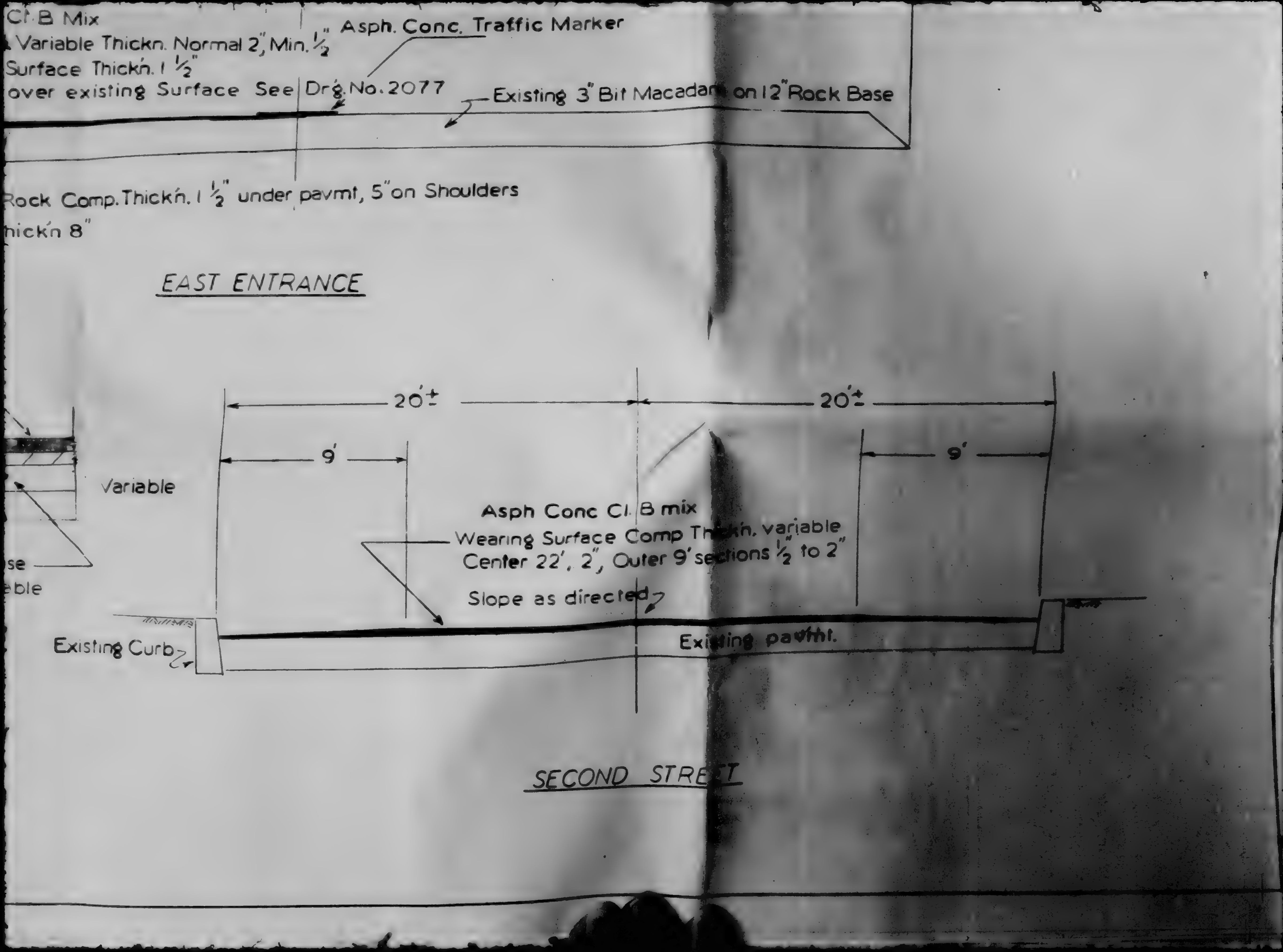
EAST ENTRANCE


Asph Conc Base Course
Cl. B mix, Comp. Thickn 4 1/2" ±
Asph Conc Wearing Surface
Cl. B mix Comp Thick'n. 1-1/2"
2"
Variable
OTHERS
Bottom Course Base
Comp. Thick'n. Variable
12"

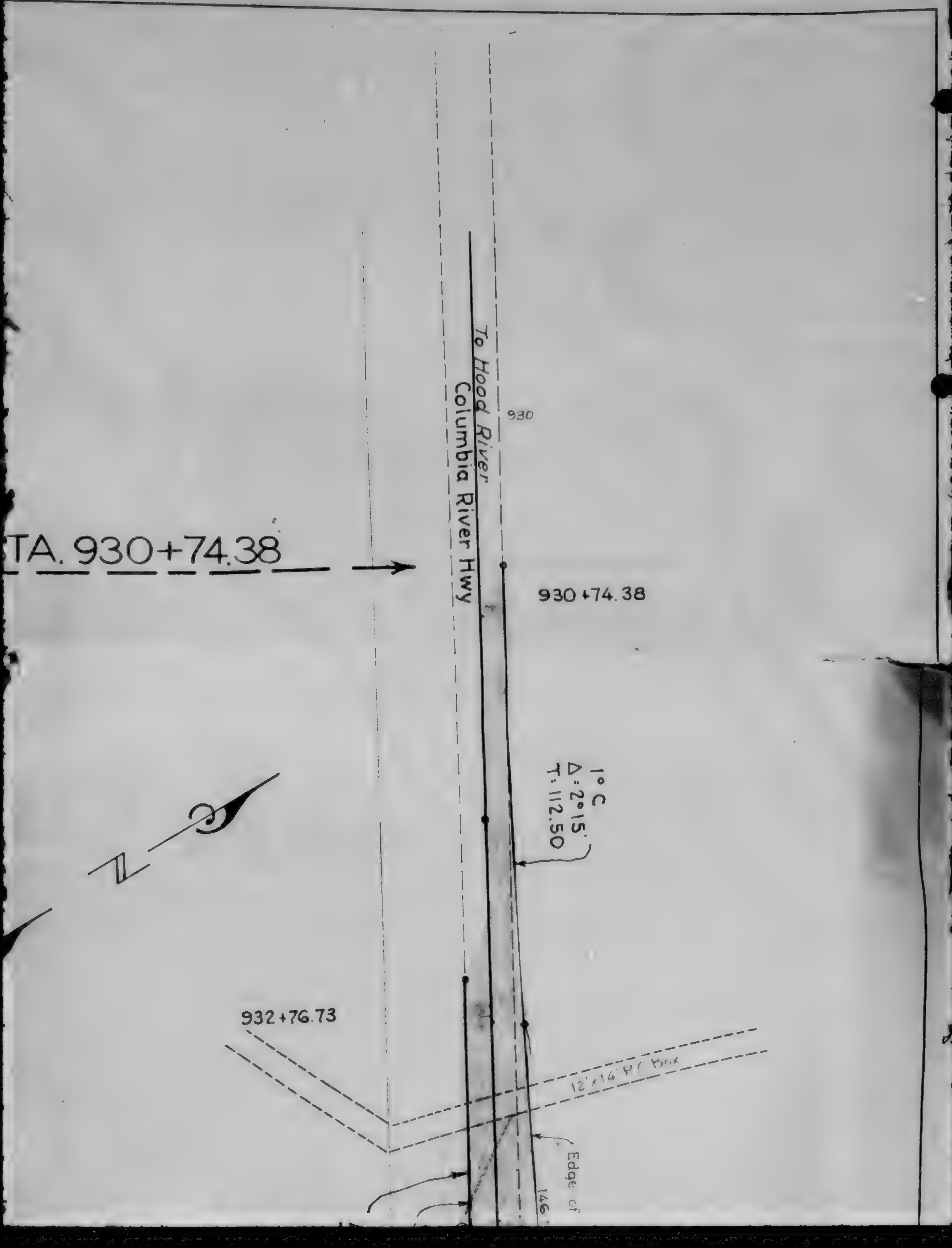
ROAD HALF SECTION

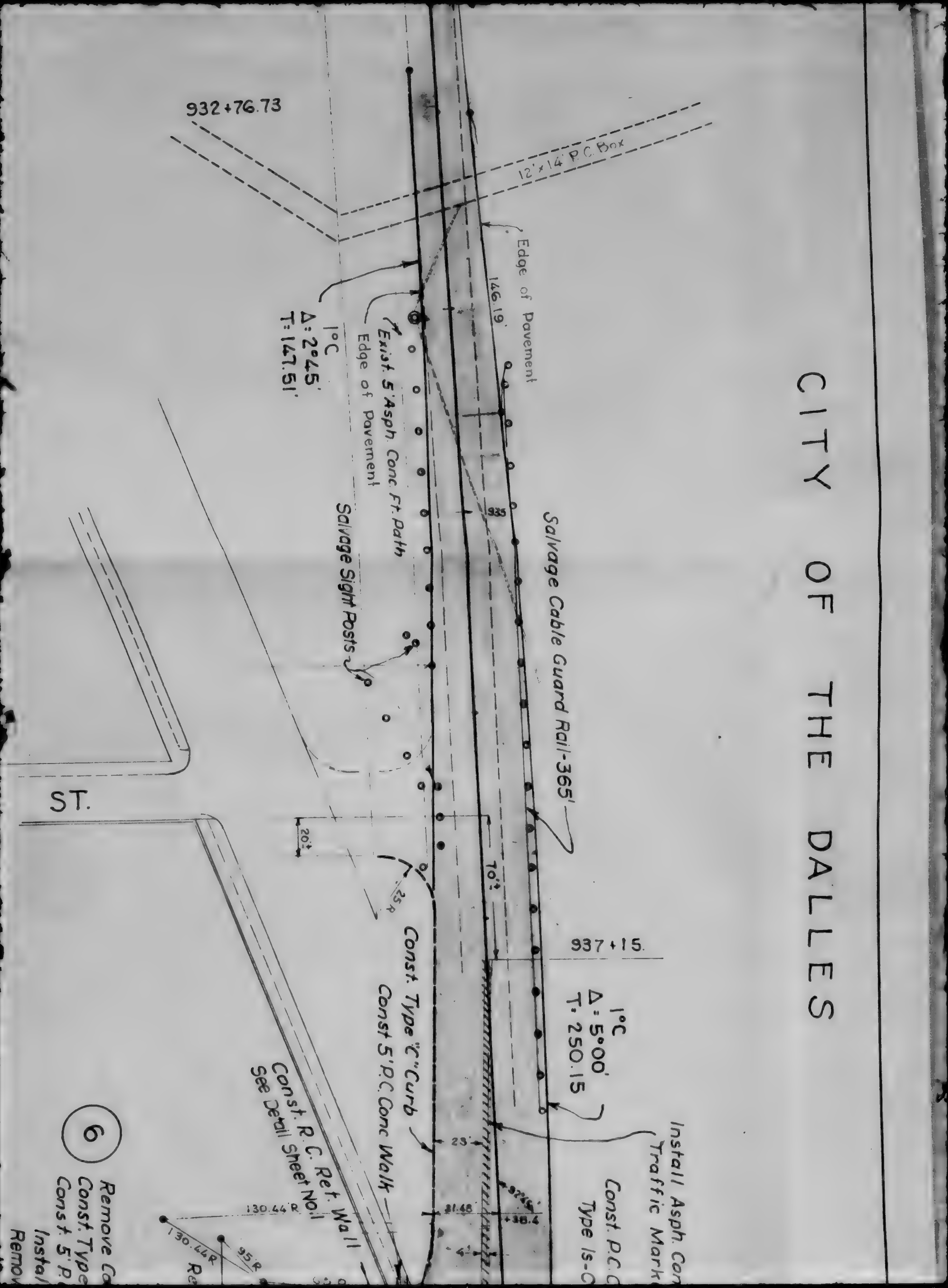


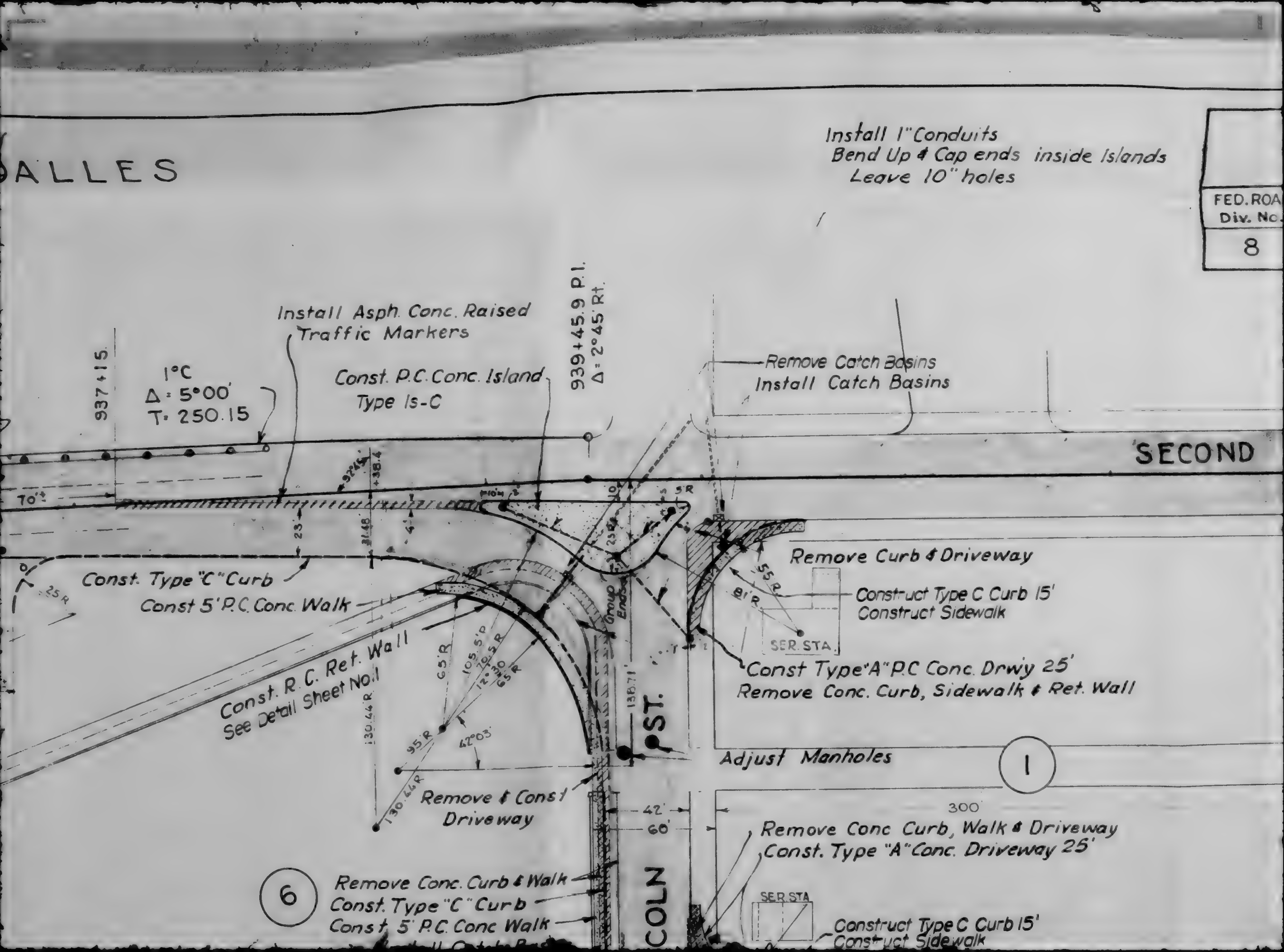
SECOND STREET

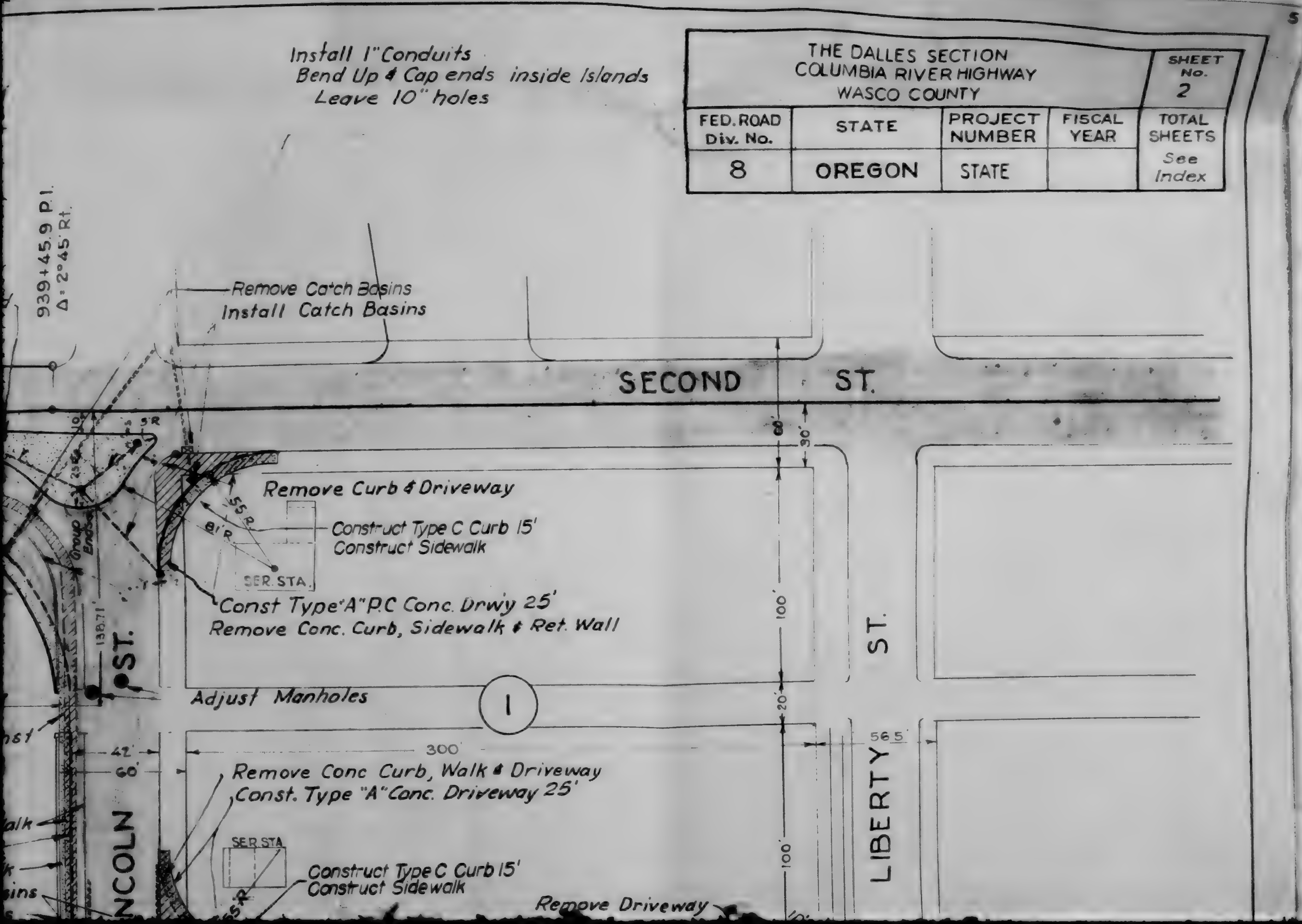

Cl. B Mix
Variable Thickn. Normal 2", Min. 1/2"
Surface Thick'n. 1 1/2"
over existing Surface See Drg. No. 2077
Asph. Conc. Traffic Marker
Existing 3" Bit Macadam on 12" Rock Base
Rock Comp. Thick'n. 1 1/2" under pavmt, 5" on Shoulders
hick'n 8"
EAST ENTRANCE
20'±
20'±
9'
9'
Variable
se
able
Asph Conc Cl. B mix
Wearing Surface Comp Thick'n. variable
Center 22', 2", Outer 9' sections 1/2" to 2"
Slope as directed
Existing Curb
Existing pavmt.
SECOND STREET

NOTE BOOK | MILEAGE
NO. | AREAS
AREAS CHECKED




932+76.73
12'x14' P.C. Box
Edge of Pavement
146.19'
1°C
Δ=2°45'
T=147.51'
Exist. 5' Asph. Conc. Ft. Path
Edge of Pavement
Salvage Sight Posts
935
Salvage Cable Guard Rail-365'
CITY OF THE DALLES
ST.
20'±
70'±
25R
Const. Type "C" Curb
Const 5' P.C. Conc Walk
937+15.
1°C
Δ=5°00'
T=250.15
Install Asph. Con
Traffic Mark
Const. P.C. C
Type Is-C
23'
31.48
+38.4
92°45'
4'
130.44'R
130.44'R
95'R
Re
Const. R.C. Ret. Wall
See Detail Sheet No.1
⑥
Remove C
Const. Type
Const. 5' P
Instal
Remov


ALLES
Install 1" Conduits
Bend Up & Cap ends inside Islands
Leave 10" holes
FED. ROA
Div. No.
8
937+15.
1°C
Δ = 5°00'
T = 250.15
Install Asph. Conc. Raised Traffic Markers
Const. P.C. Conc. Island Type Is-C
939+45.9 P.I.
Δ = 2°45' Rt.
Remove Catch Basins
Install Catch Basins
SECOND
70'
23'
31.48'
+38.4
4'
5'R
10'
Const. Type "C" Curb
Const 5' P.C. Conc. Walk
25'R
Const. R.C. Ret. Wall
See Detail Sheet No. 1
65'R
105.5'P
70.5'R
12°30'
65'R
95'R
42°03'
130.44'R
130.44'R
138.71'
Group Endsel
Remove Curb & Driveway
55'R
81'R
Construct Type C Curb 15'
Construct Sidewalk
SER. STA.
Const Type "A" P.C Conc. Drwy 25'
Remove Conc. Curb, Sidewalk & Ret. Wall
ST.
Adjust Manholes
1
Remove & Const Driveway
42'
60'
300'
Remove Conc Curb, Walk & Driveway
Const. Type "A" Conc. Driveway 25'
6
Remove Conc. Curb & Walk
Const. Type "C" Curb
Const. 5' P.C. Conc Walk
COLN
SER. STA.
Construct Type C Curb 15'
Construct Sidewalk



THE DALLES SECTION COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

	DATE

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

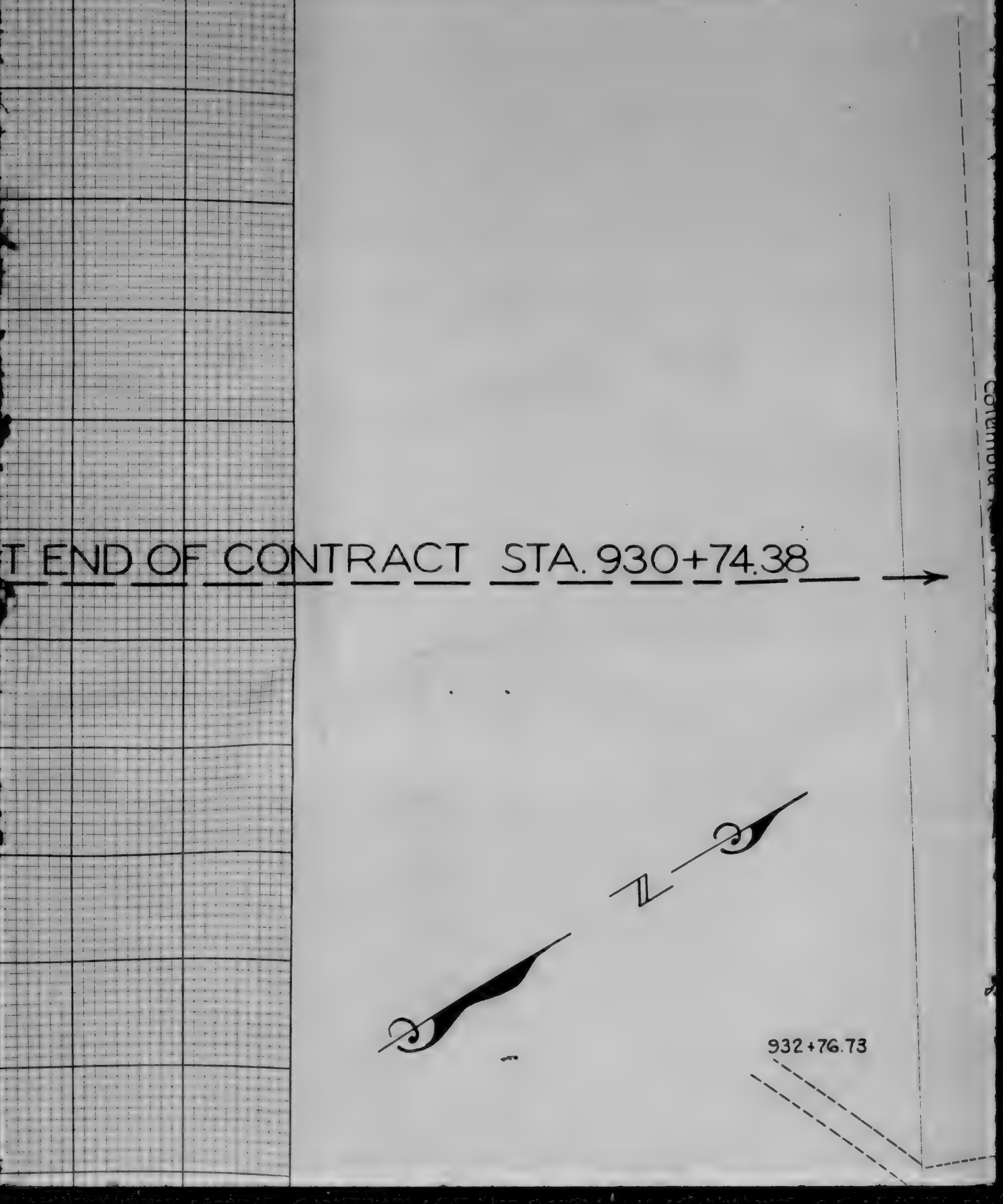
PLOTTED

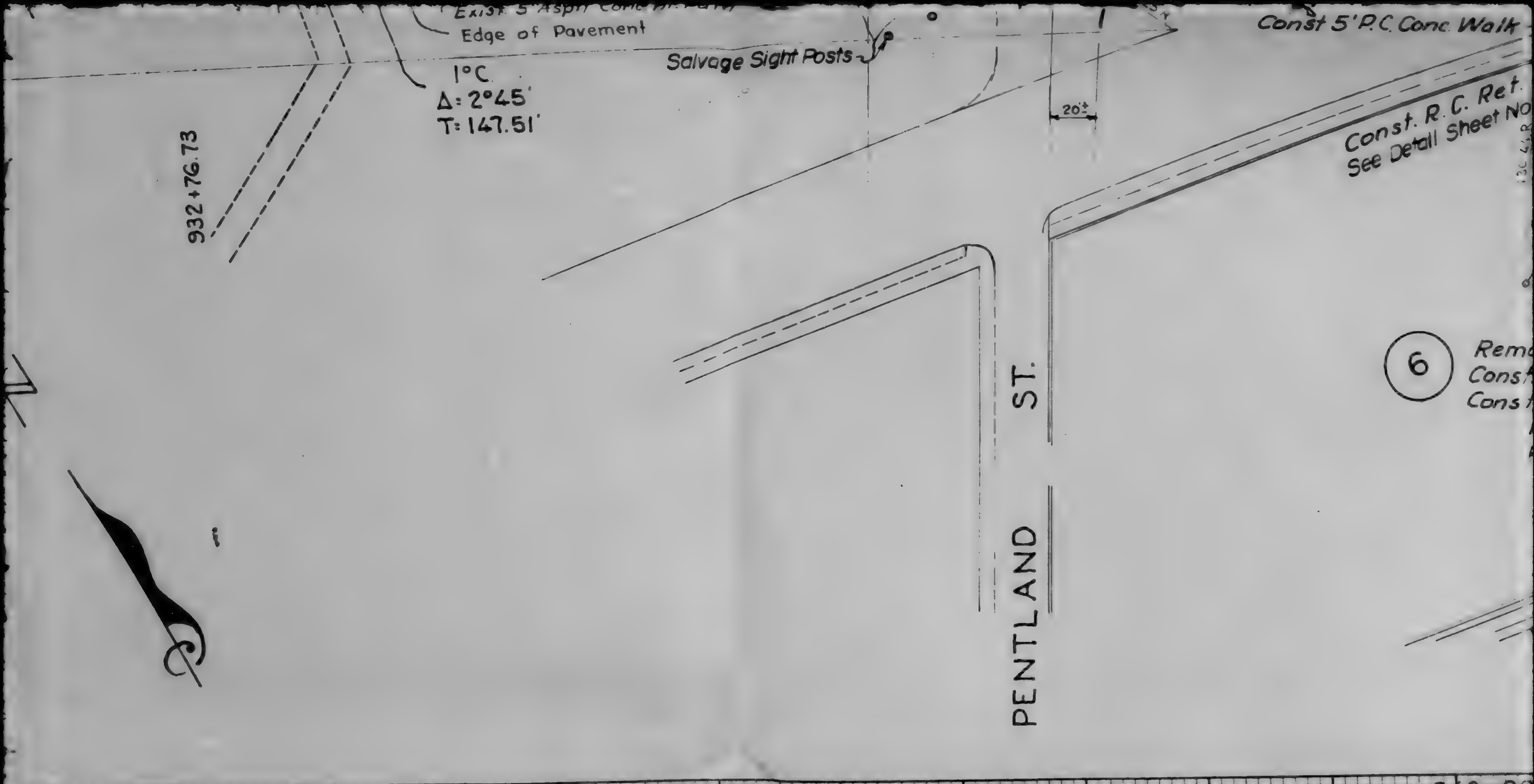
TEMPLATE

AREAS

AREAS CHECKED

BY

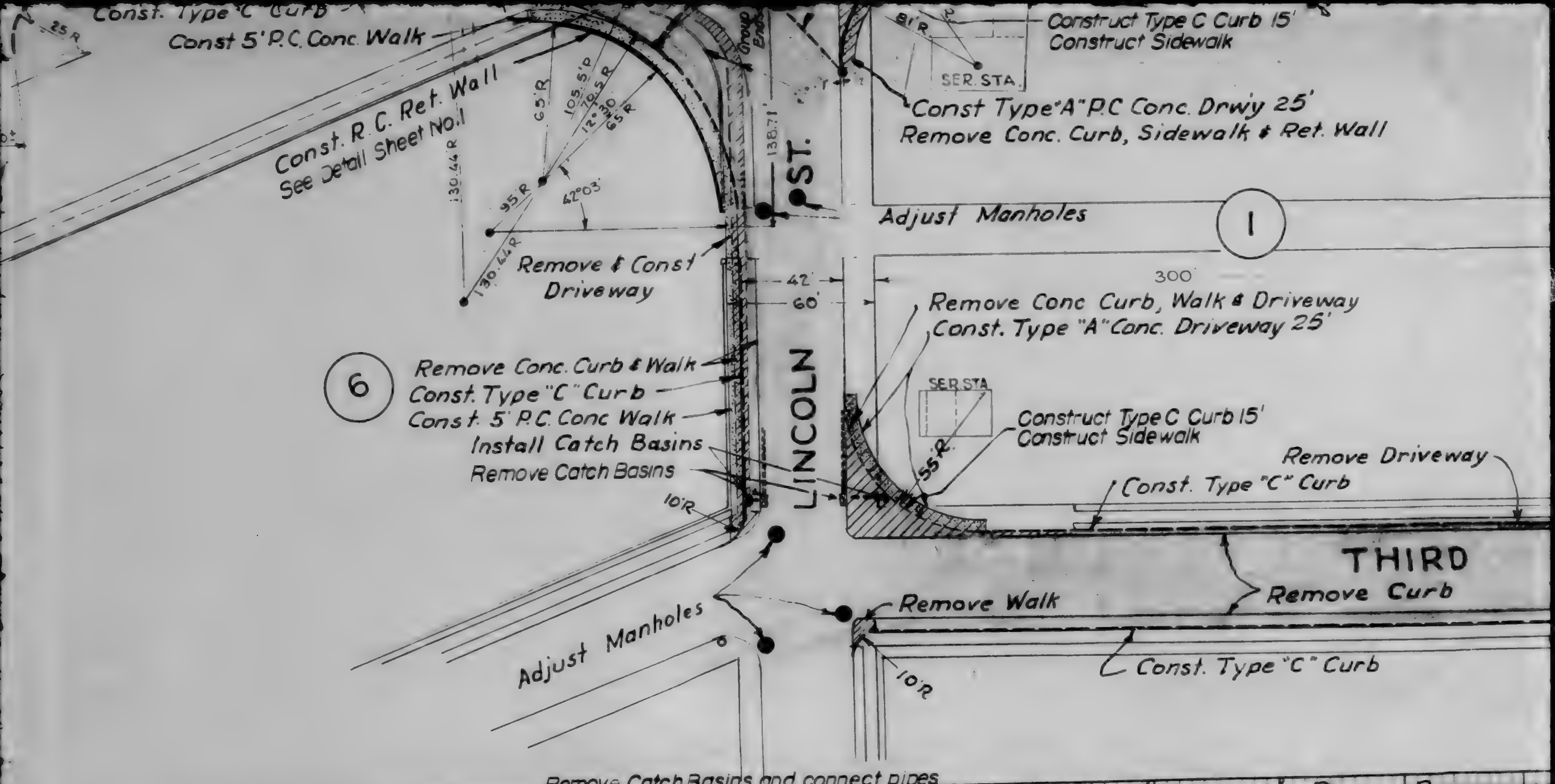




934+35-938+00 Lt. Salvage Cable Guard Rail
Rt. Salvage Sight Posts

940+00

936+50 to Third St. Rt. Const Type "C" Conc. Curb 475
938+80 to 3rd St. Rt. Const. 5' P.C. Conc. Sidewalk 12
939+00 Rt. Conc. Ret. Wall
Class A Conc. 15 Cu. Yd.
Metal Reinforcement - 1250 Lbs
Remove Exist Conc. Ret. Wall 15 Cu. Y
939+00 to 3rd St. Rt. Remove Conc. Curb 280
Remove Conc. Sidewalk
939+50 Rt. Install Catch Basin Remove Catch
12" Sewer Pipe 24'
Str. Exc. 5 Cu. Yd.



Remove Catch Basins and connect pipes

ard Rail

940+00 Rt. - Install Catch Basin
6" Sewer Pipe 20'
Str. Exc. 4 Cu. Yd

So. Cor. 2nd & Lincoln St. - Remove Driveway
Remove Conc. Curb
Const. Type "A" Driv

No. Cor. 3rd & Lincoln St. - Install Catch Basin Rem
6" Sewer Pipe 10'
Str. Exc. 2 c.y.

St. Rt. Const Type "C" Conc Curb 475 Lin. Ft.
rd St. Rt. Const. 5' P.C. Conc. Sidewalk 125 Sq. Yds.

t. - Conc. Ret Wall
Class A Conc 15 Cu. Yd.
Metal Reinforcement - 1250 Lbs
Remove Exist Conc. Ret. Wall 15 Cu. Yd.

to 3rd St. Rt. Remove Conc Curb 280 Lin. Ft.
Remove Conc Sidewalk 145 Sq. Yds

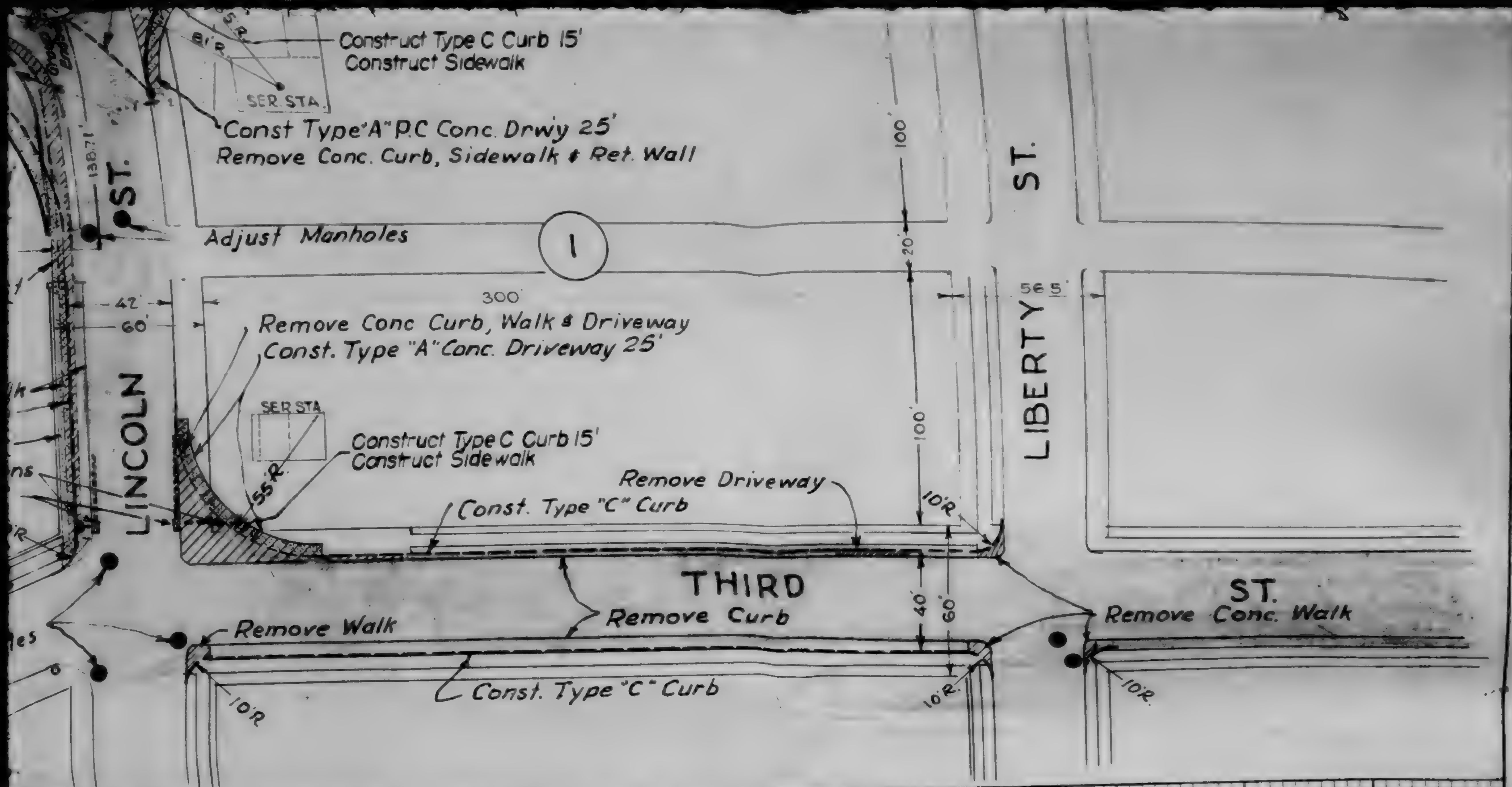
Remove Catch Basins connect pipes.

East Cor. 3rd & Lincoln St. Install Catch Basin
6" Sewer Pipe 30'
Str. Exc. 6 Cu. Yd.
Remove Sidewalk & Driveway
Const. Type "A" Conc. Driveway
Construct Sidewalk and Curb

Rt. Install Catch Basin Remove Catch Basins and connect pipes
12" Sewer Pipe 24'

On Lincoln St. Adjust 2 Manholes

ird St.) Elev. 101.04



Basins and connect pipes
h Basin
e 20'
Yd

So. Cor. 2nd & Lincoln St. – Remove Driveway
Remove Conc. Curb - and construct Curb and Sidewalk
Const. Type "A" Driveway

No. Cor. 3rd & Lincoln St. Install Catch Basin Remove Catch Basins and connect pipes
6" Sewer Pipe 10'
Str. Exc. 2 c.y.

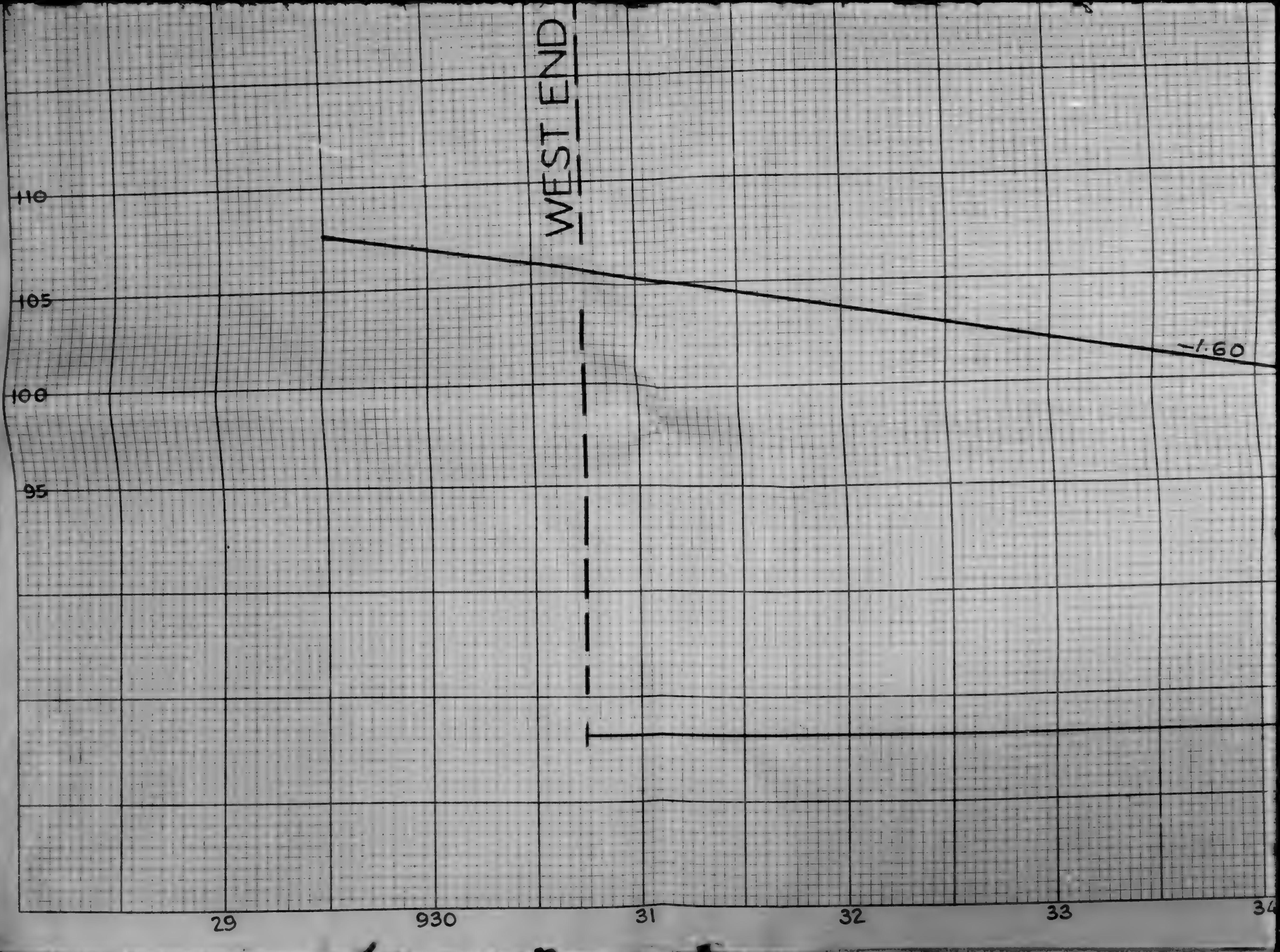
Remove Catch Basins connect pipes

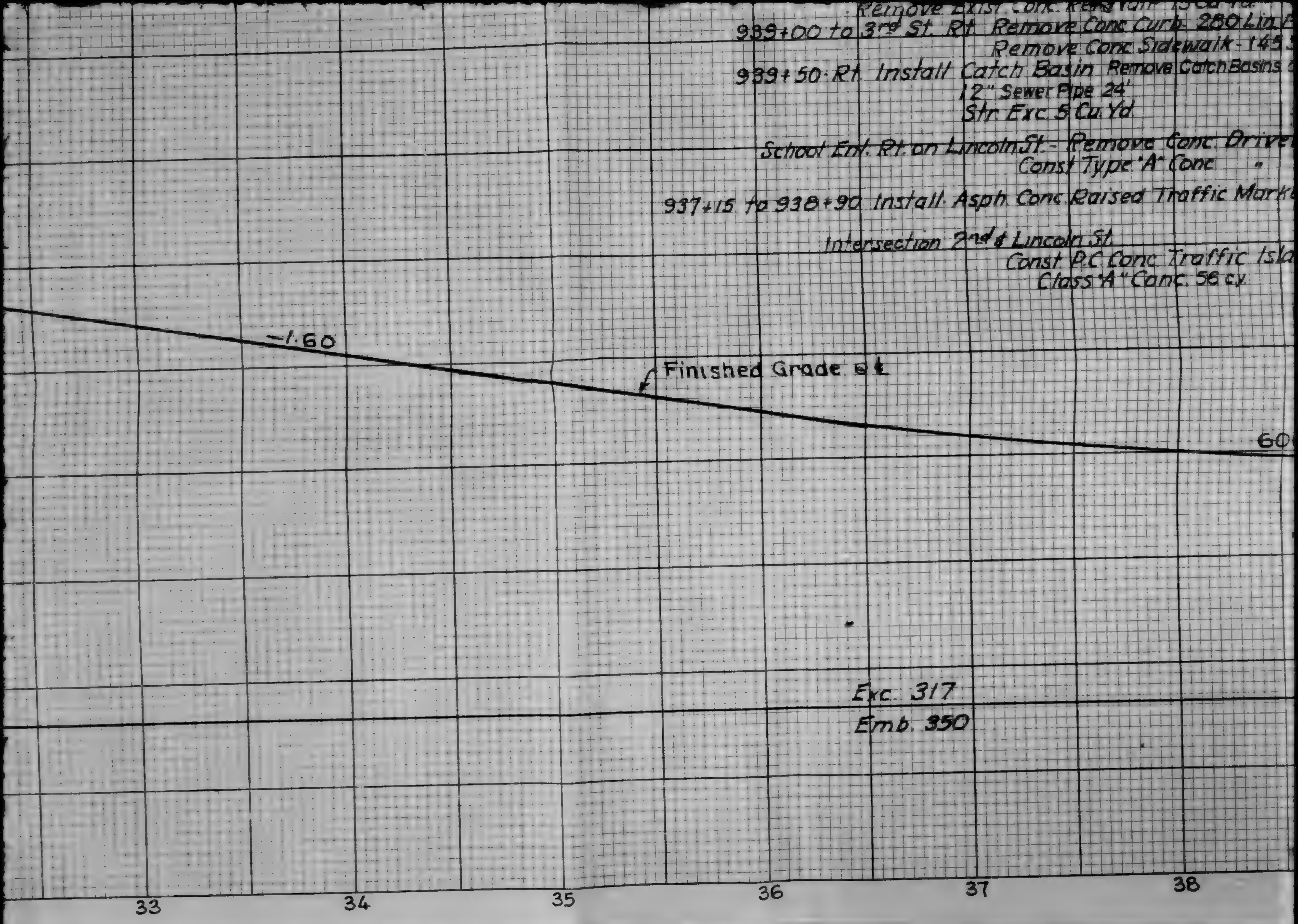
ast Cor. 3rd & Lincoln St. Install Catch Basin
6" Sewer Pipe 30'
Str. Exc. 6 Cu. Yd.
Remove Sidewalk & Driveway
Const. Type "A" Conc. Driveway
Construct Sidewalk and Curb

ipes
On Lincoln St. Adjust 2 Manholes

rd. St. Elev. 101.04

On Third St. bet. Lincoln & Liberty St.
Remove Conc. Curb Both Sides 600 L. Ft.
Const. Type "C" Conc. Curb 600 Lin Ft.
Remove Conc. Drwy & Walks


WEST END
110
105
100
95
-1.60
29
930
31
32
33
34



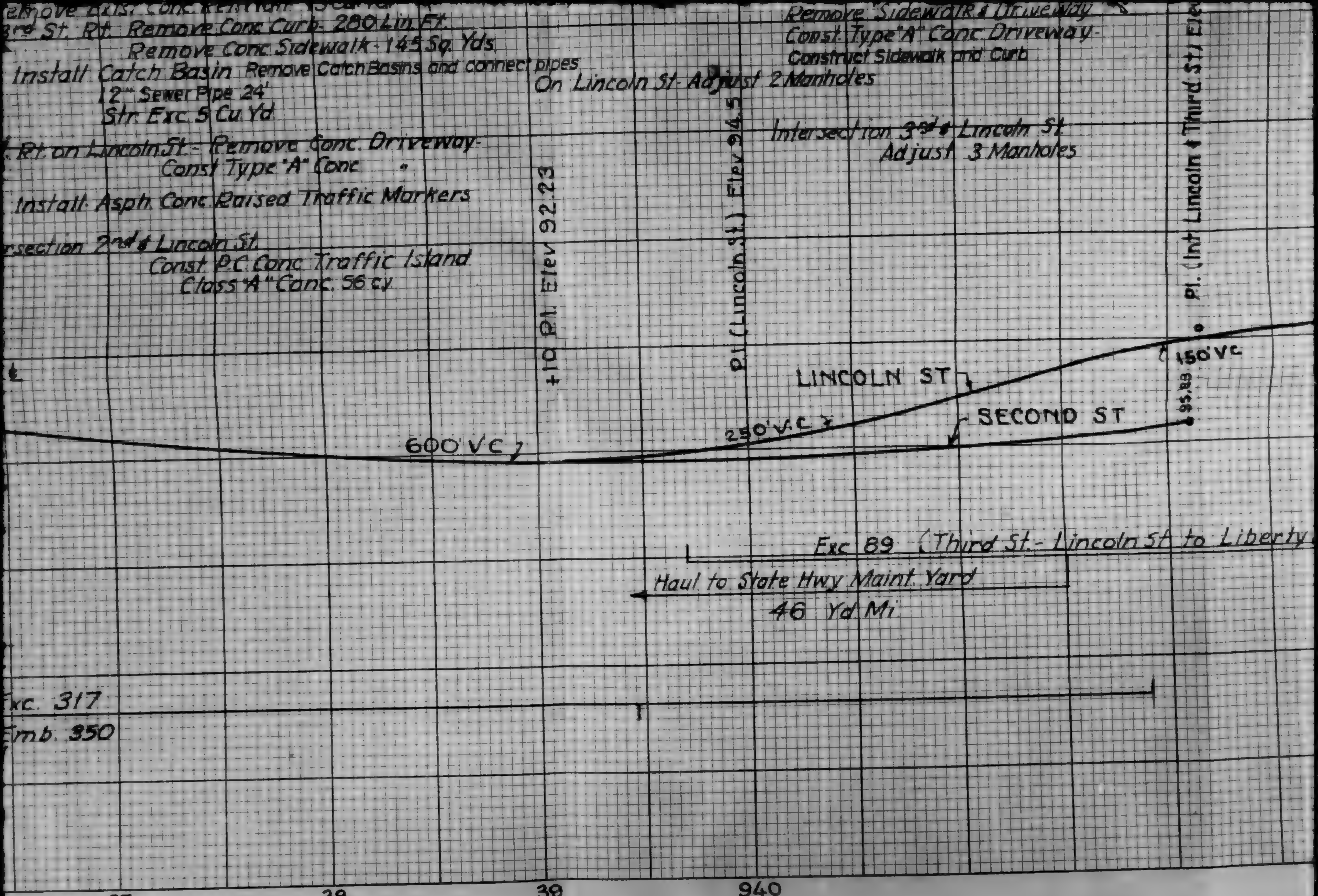
Remove Exist. Conc. [illegible]
939+00 to 3rd St. Rt. Remove Conc. Curb - 280 Lin.
Remove Conc. Sidewalk - 145
939+50 Rt. Install Catch Basin Remove Catch Basins
12" Sewer Pipe 24'
Str. Exc. 5 Cu. Yd.

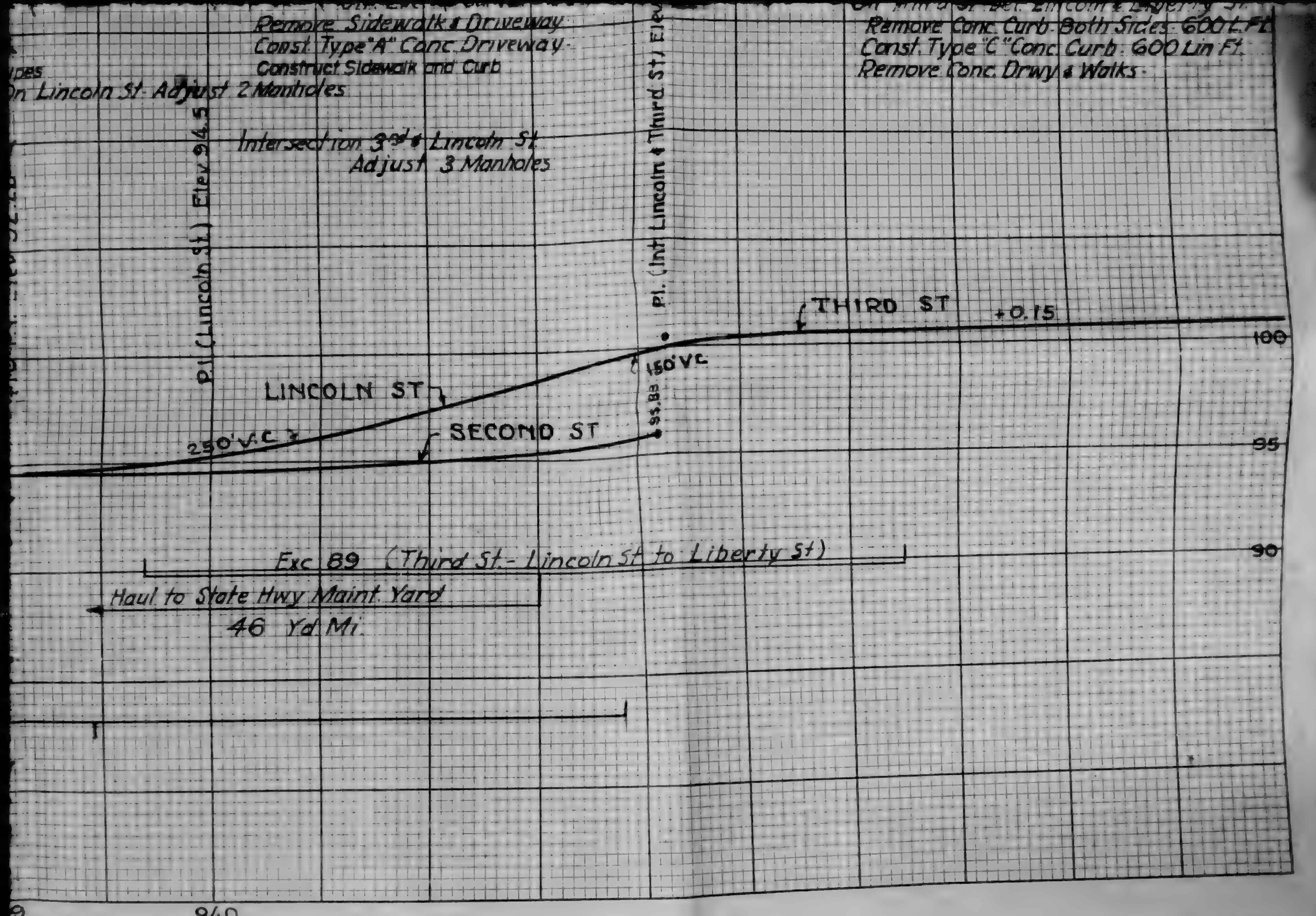
School Ent. Rt. on Lincoln St. - Remove Conc. Drive
Const. Type "A" Conc. "

937+15 to 938+90 Install Asph. Conc. Raised Traffic Mark

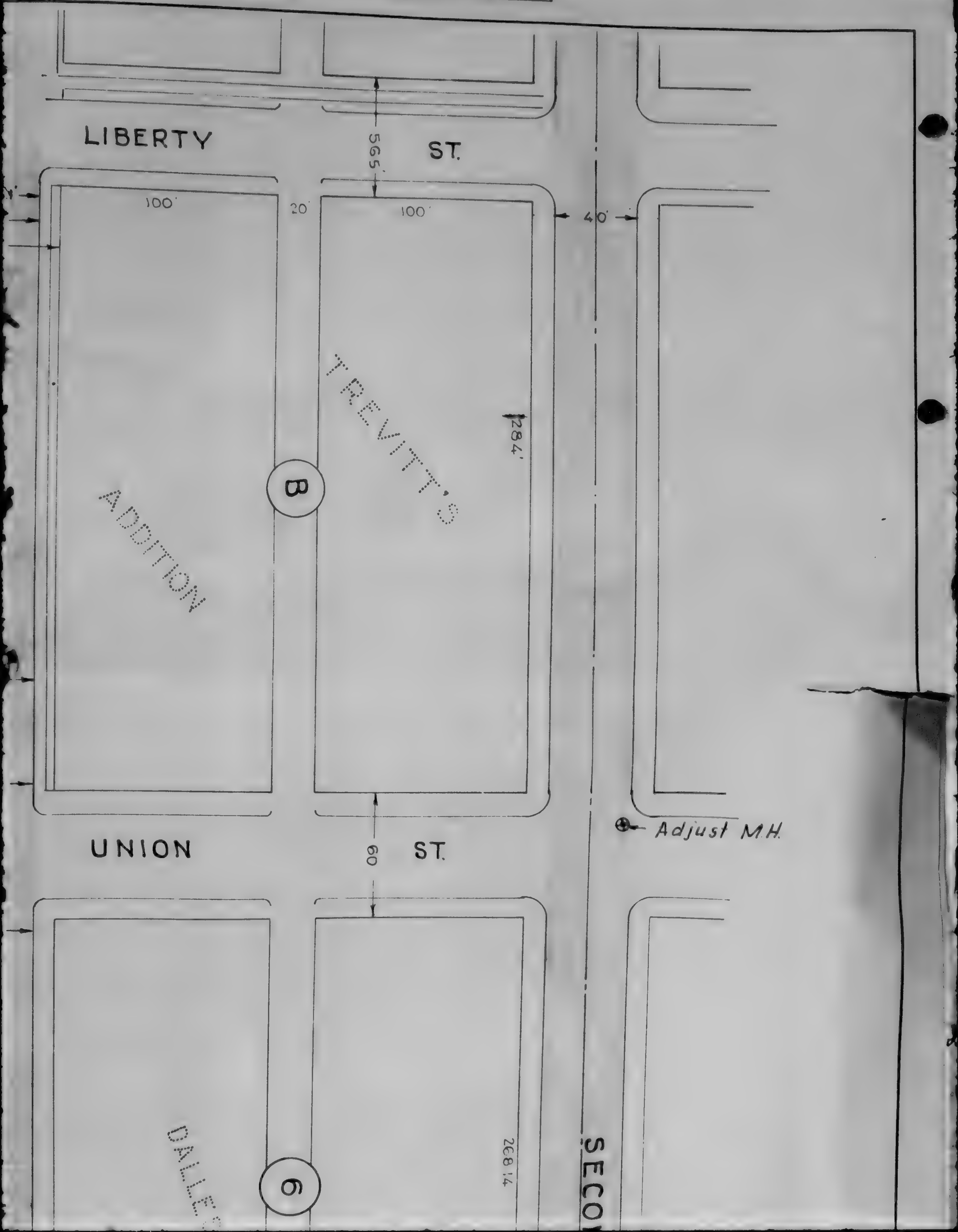
Intersection 2nd & Lincoln St.
Const. P.C. Conc. Traffic Isla
Class "A" Conc. 56 c.y.

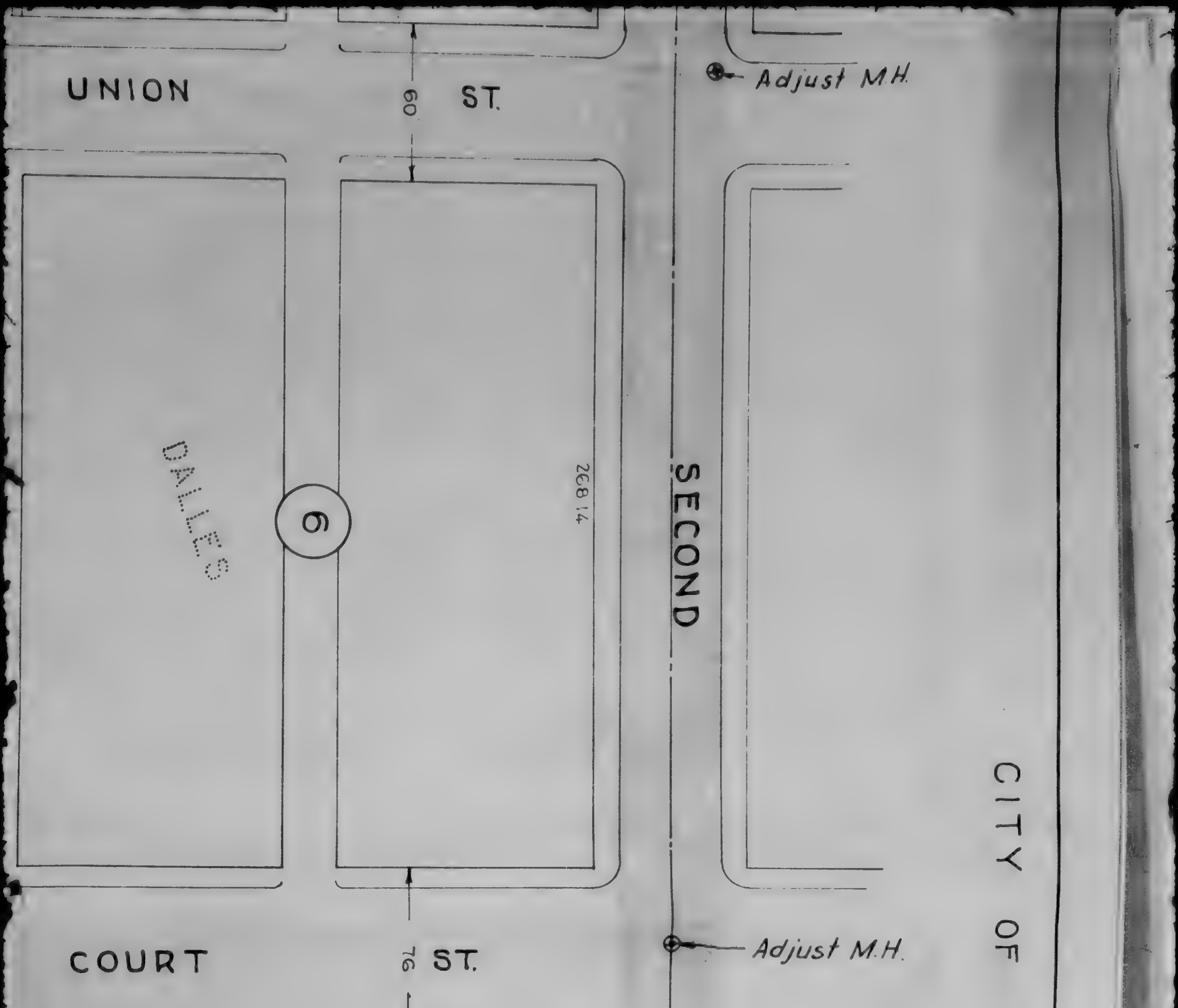
Exc. 317
Emb. 350

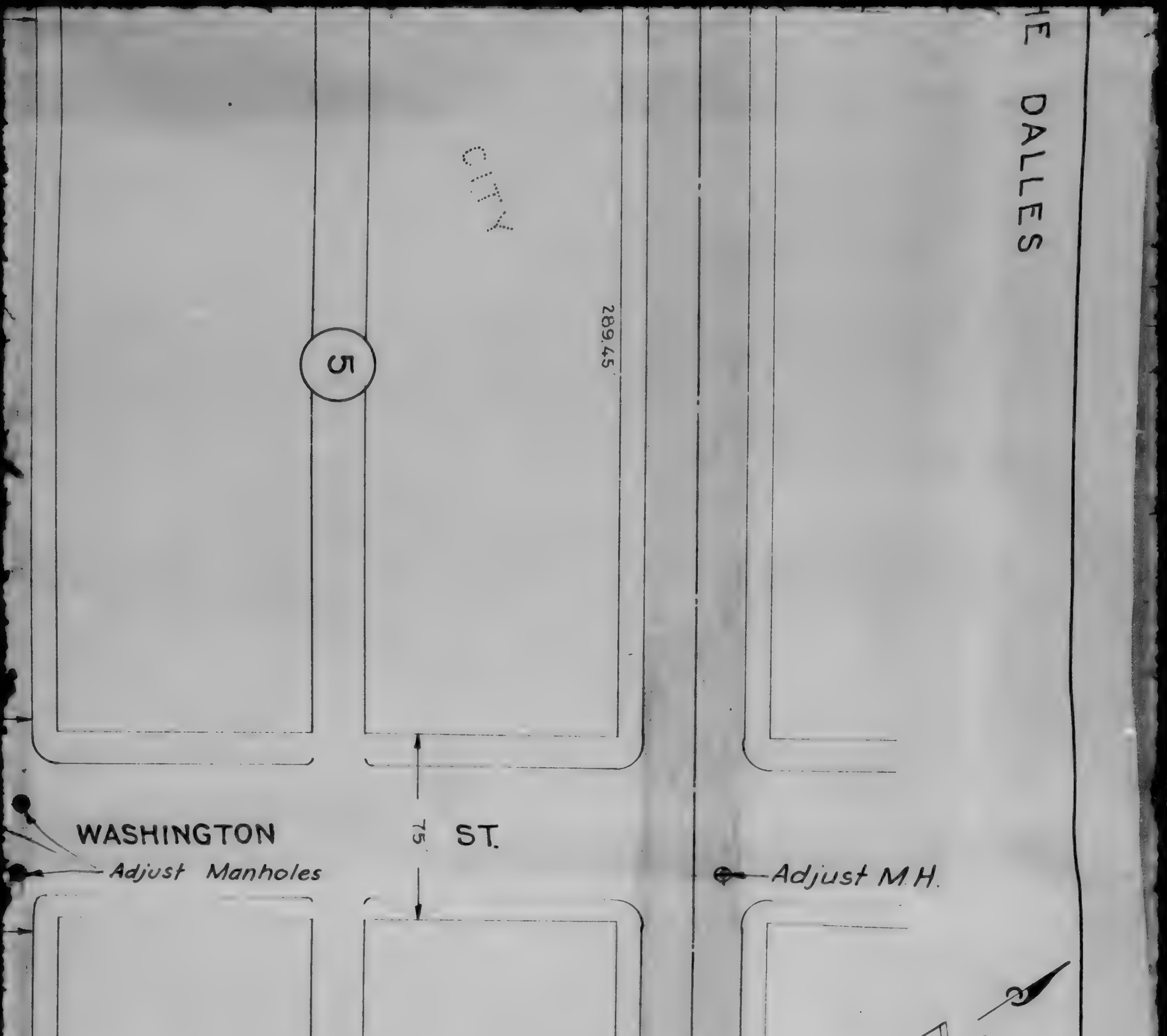

emove Exist. Conc. [illegible]
3rd St. Rt. Remove Conc Curb- 280 Lin. Ft.
Remove Conc Sidewalk- 145 Sq. Yds
Install Catch Basin Remove Catch Basins and connect pipes
12" Sewer Pipe 24'
Str. Exc. 5 Cu Yd
Rt. on Lincoln St.- Remove Conc. Driveway
Const Type "A" Conc "
Install Asph Conc Raised Traffic Markers
rsection 2nd & Lincoln St.
Const. P.C. Conc Traffic Island
Class "A" Conc. 56 cy
On Lincoln St- Adjust 2 Manholes
Remove Sidewalk & Driveway
Const. Type "A" Conc Driveway
Construct Sidewalk and Curb
Intersection 3rd & Lincoln St
Adjust 3 Manholes
+10 P.I. Elev 92.23
P.I. (Lincoln St.) Elev 94.5
P.I. (Int Lincoln & Third St) Ele
600' V.C.
250' V.C.
150' V.C.
LINCOLN ST
SECOND ST
95.88
Exc 89 (Third St- Lincoln St to Liberty
Haul to State Hwy Maint Yard
46 Yd Mi
Exc. 317
Emb. 350
37
38
39
940

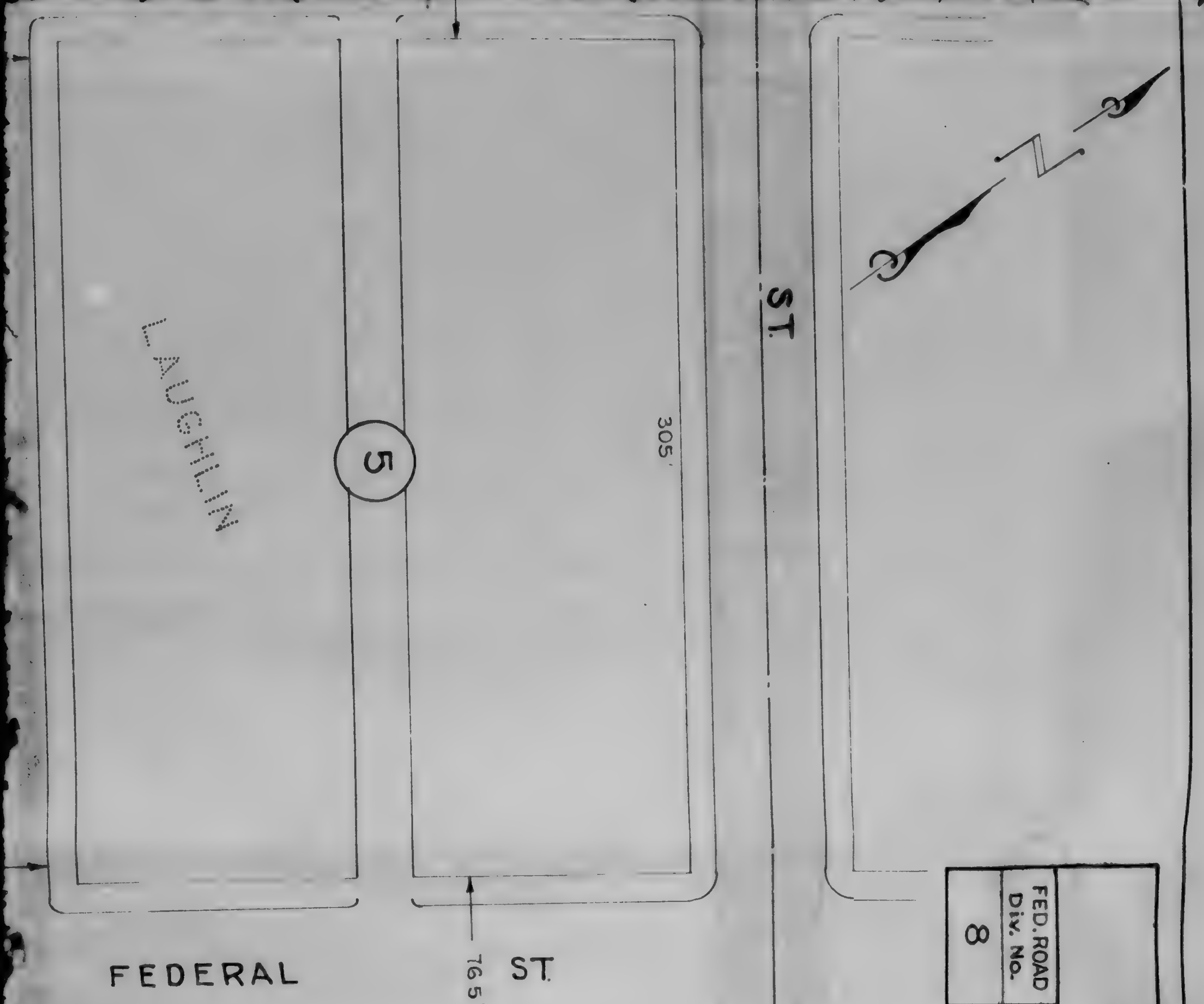

Remove Sidewalk & Driveway
Const. Type "A" Conc. Driveway
Construct Sidewalk and Curb
On Lincoln St. Adjust 2 Manholes
Intersection 3rd & Lincoln St.
Adjust 3 Manholes
Remove Conc. Curb Both Sides 600 L. Ft.
Const. Type "C" Conc. Curb 600 Lin Ft.
Remove Conc. Drwy & Walks
P.I. (Lincoln St.) Elev 94.5
P.I. (Int Lincoln & Third St.) Elev
THIRD ST
+0.15
LINCOLN ST
150' VC
250' V.C.
SECOND ST
95.88
100
95
90
Exc 89 (Third St. - Lincoln St to Liberty St)
Haul to State Hwy Maint Yard
46 Yd Mi.
940

NOTE BOOK NO.	TEMPLATE AREAS AREAS CHECKED	




UNION
60
ST.
Adjust M.H.
DALLES
6
268.14
SECOND
COURT
76
ST.
Adjust M.H.
CITY OF THE DALLES
CITY
5
289.45'


E DALLES
CITY
289.45'
5
WASHINGTON
75'
ST.
Adjust Manholes
Adjust M.H.
ST.
LAUGHLIN
5
305'
N



THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	STATE		3	See Index

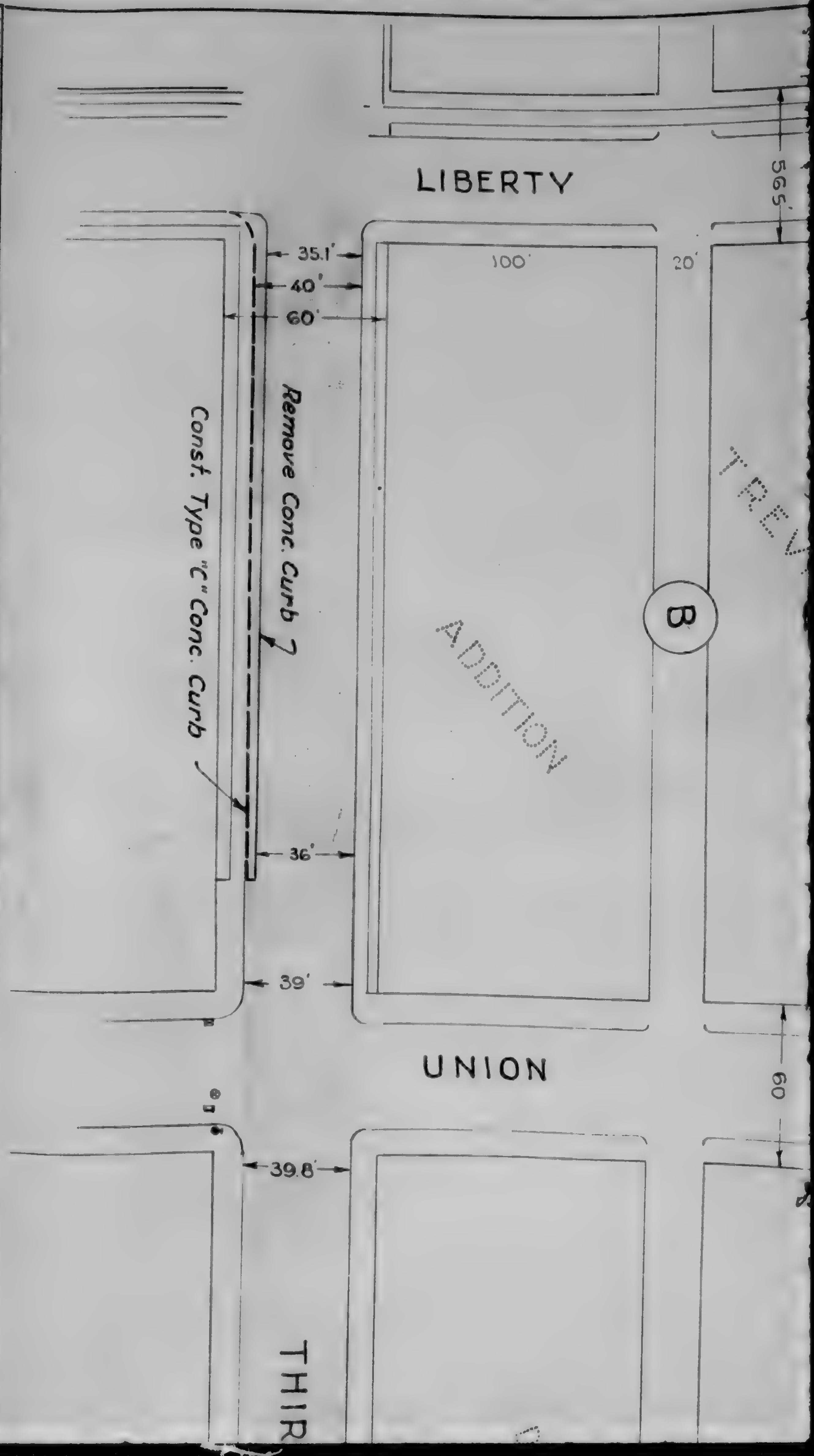
DATE

FINAL SURVEY	SURVEYED
	PLOTTED
NOTE BOOK	TEMPLATE
	AREAS
NO.	AREAS CHECKED

Remove Conc Curb 250 ft.

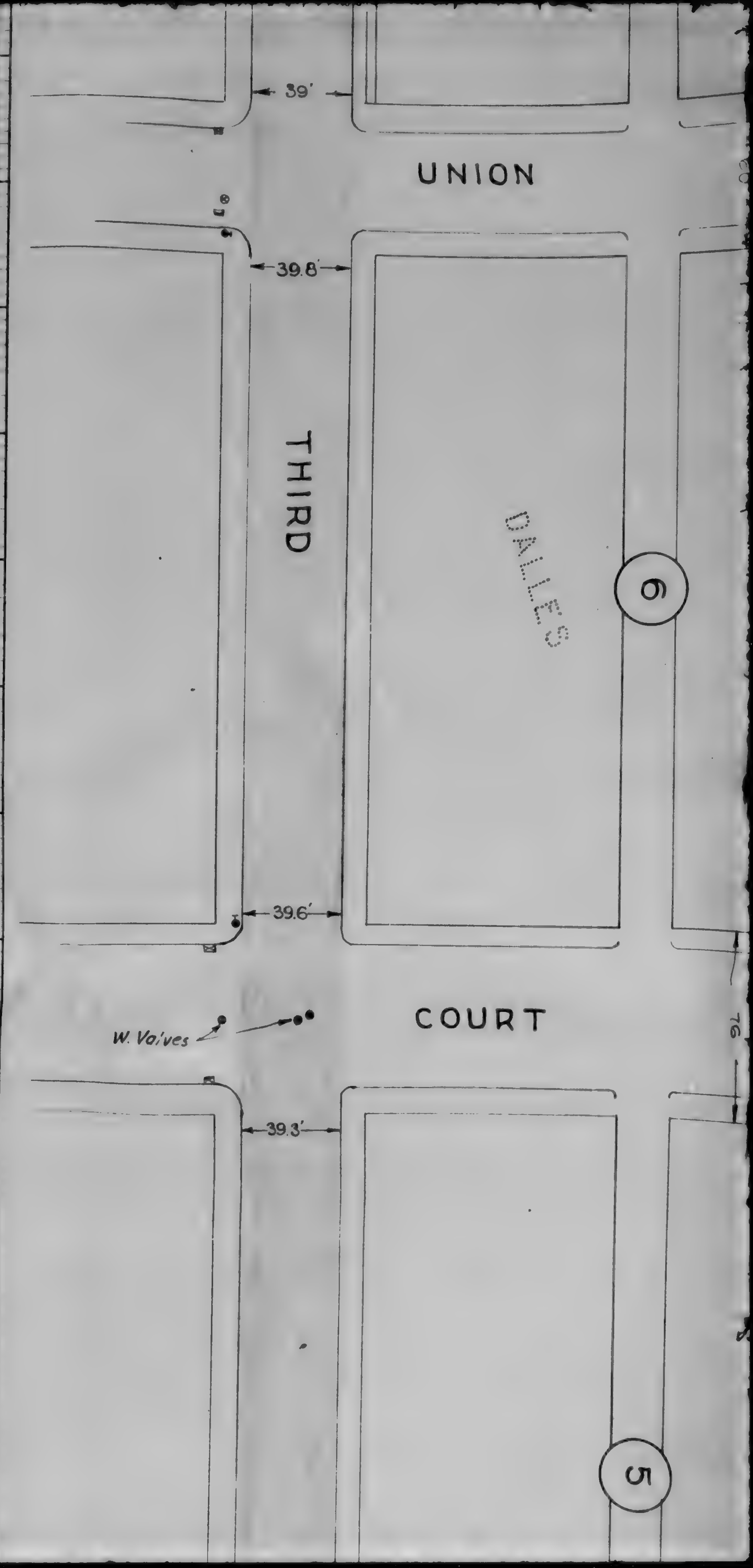
Const Type "C" Conc Curb 250 ft.

n 2nd & Union Sts.
st Manhole



ion 2nd & Union Sts.
ust Manhole

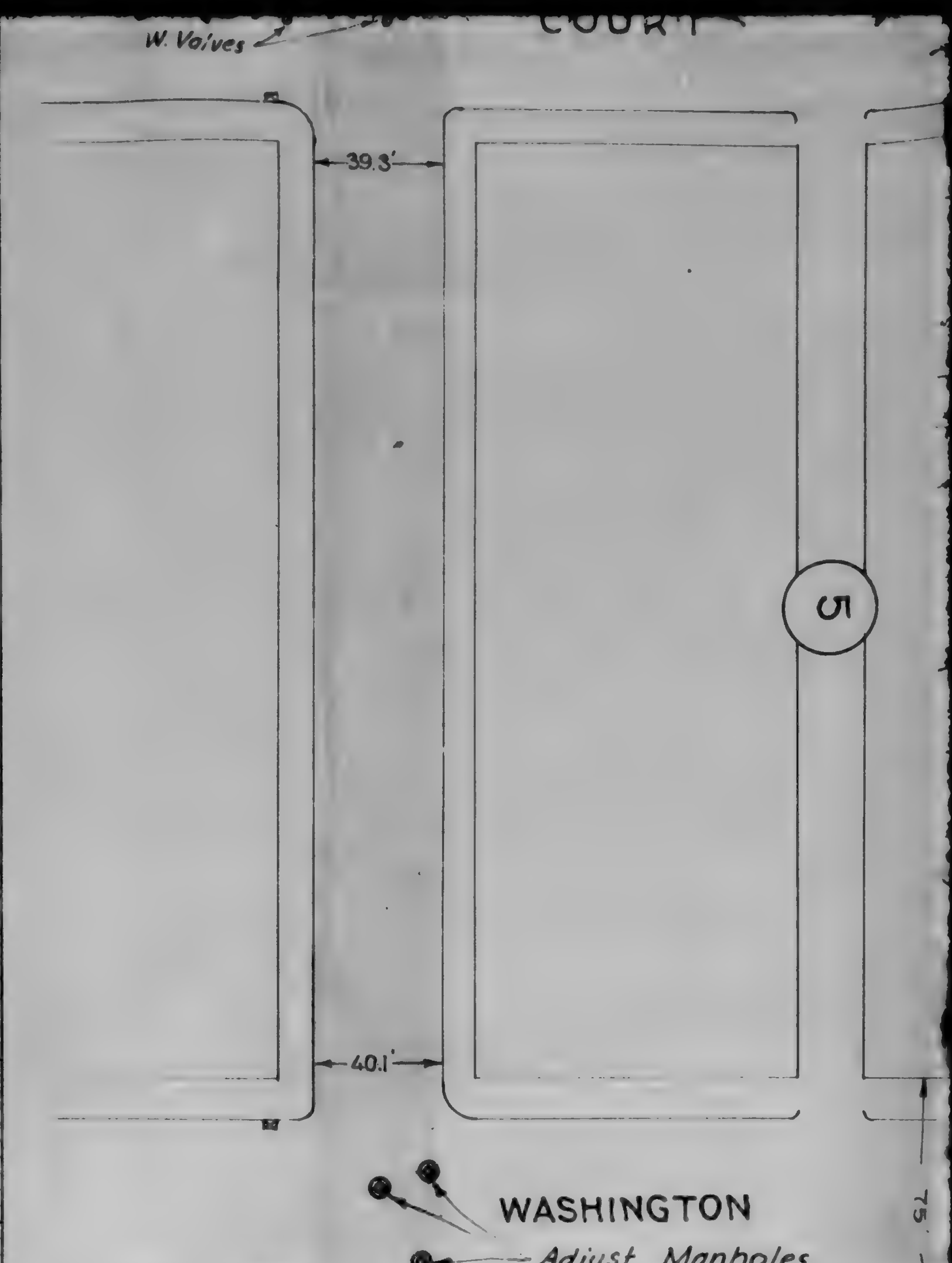
tion 2nd & Court Sts
ust Manhole



St. Manhole

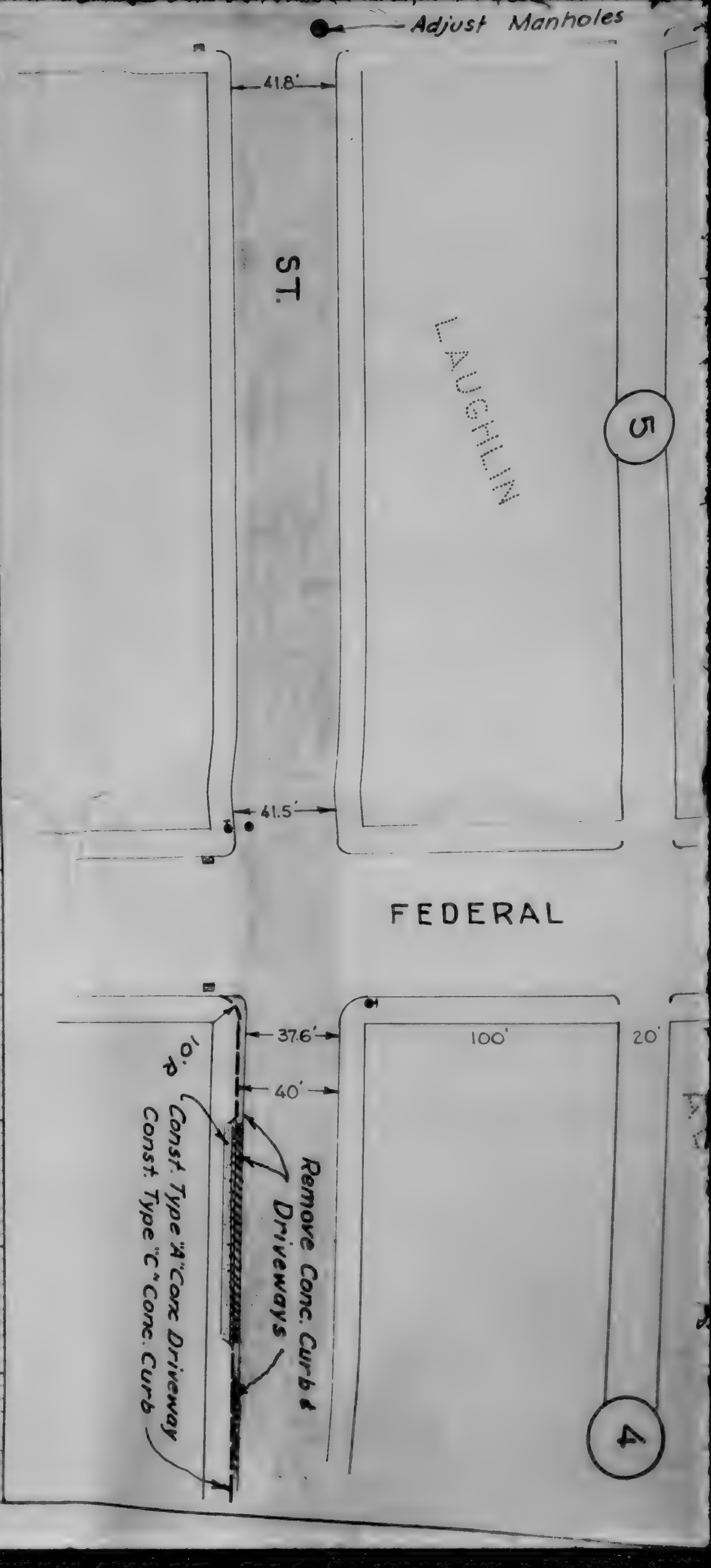
rsection 3rd & Washington Sts.
Adjust 3 Manholes

rsection 2nd & Washington Sts.
Adjust Manhole



ersection 2nd & Washington Sts.
Adjust Manhole

Remove Conc Curb 24.5 ft
Remove Conc. Driveways
Const Type "C" Conc Curb 24.5 ft
Const Type "A" Conc. Driveway


Adjust Manholes
41.8'
ST.
LAUGHLIN
5
41.5'
FEDERAL
37.6'
40'
100'
20'
10'
P
Remove Conc. Curb & Driveways
Const. Type "A" Conc. Driveway
Const. Type "C" Conc. Curb
4

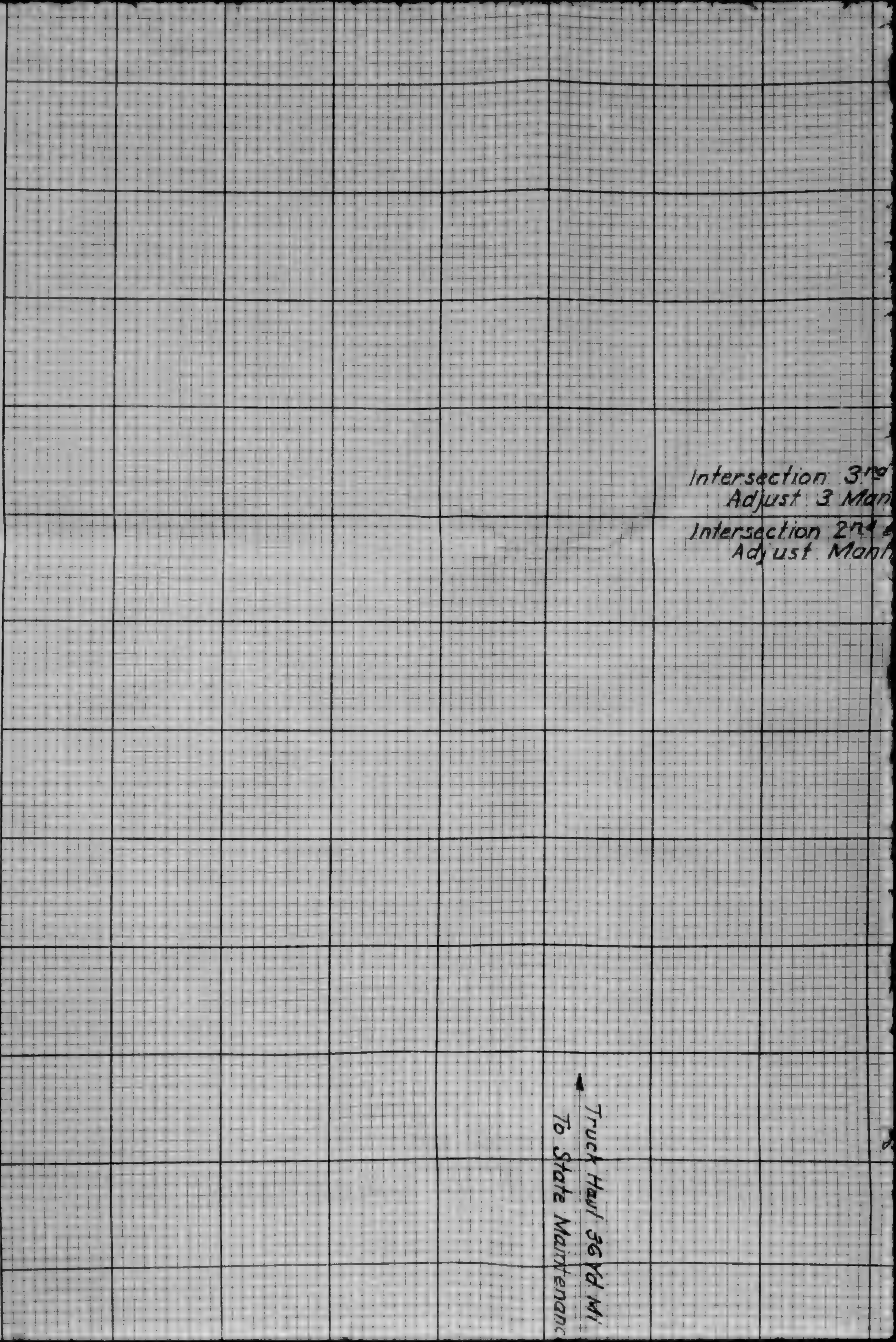
NO.

Haul to State Maintenance Site
Truck Haul 46 Yd. Mi.

Exc 46

Intersection 2nd & Union S
Adjust Manhole

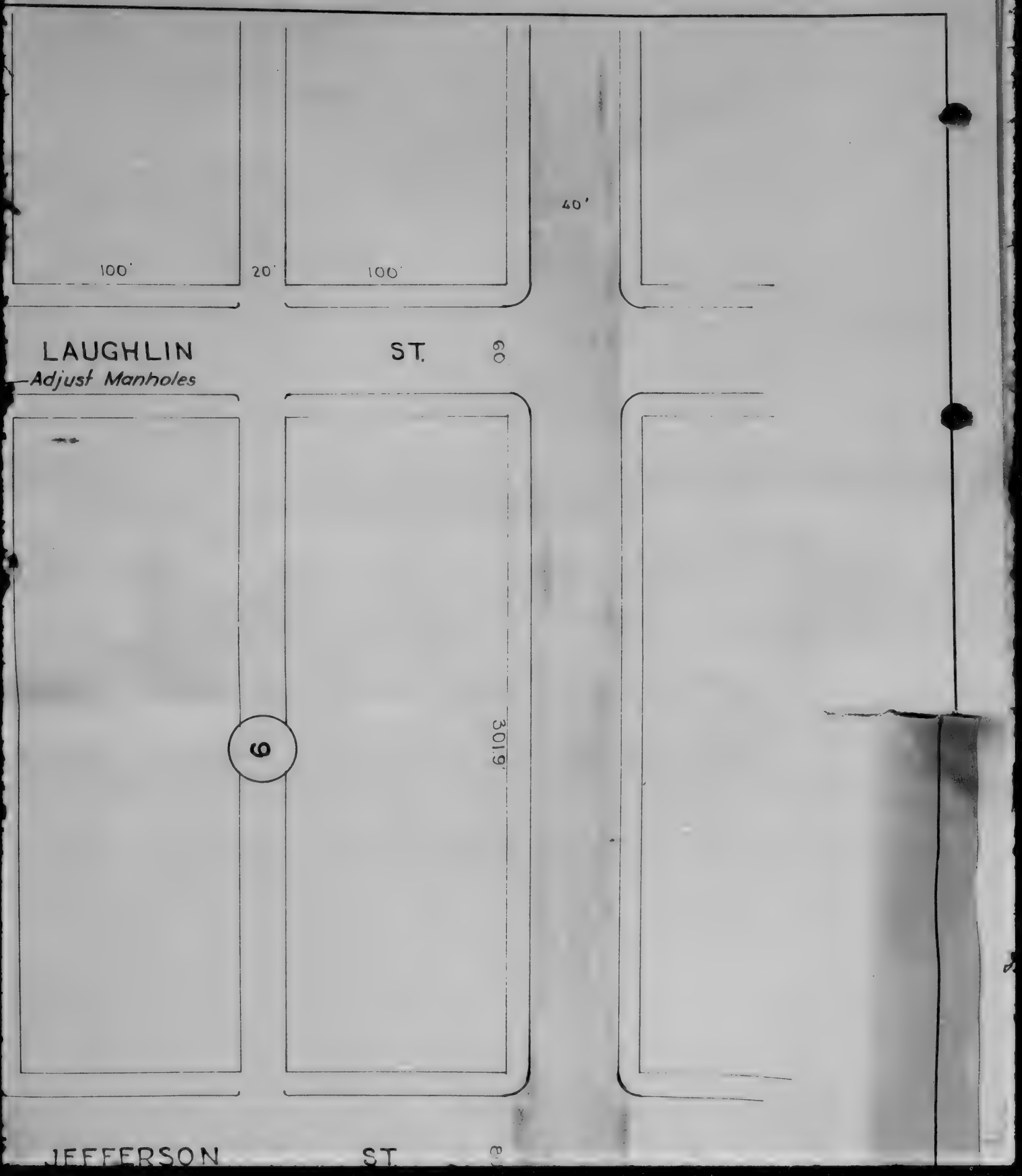
Intersection 2nd & Court
Adjust Manhole

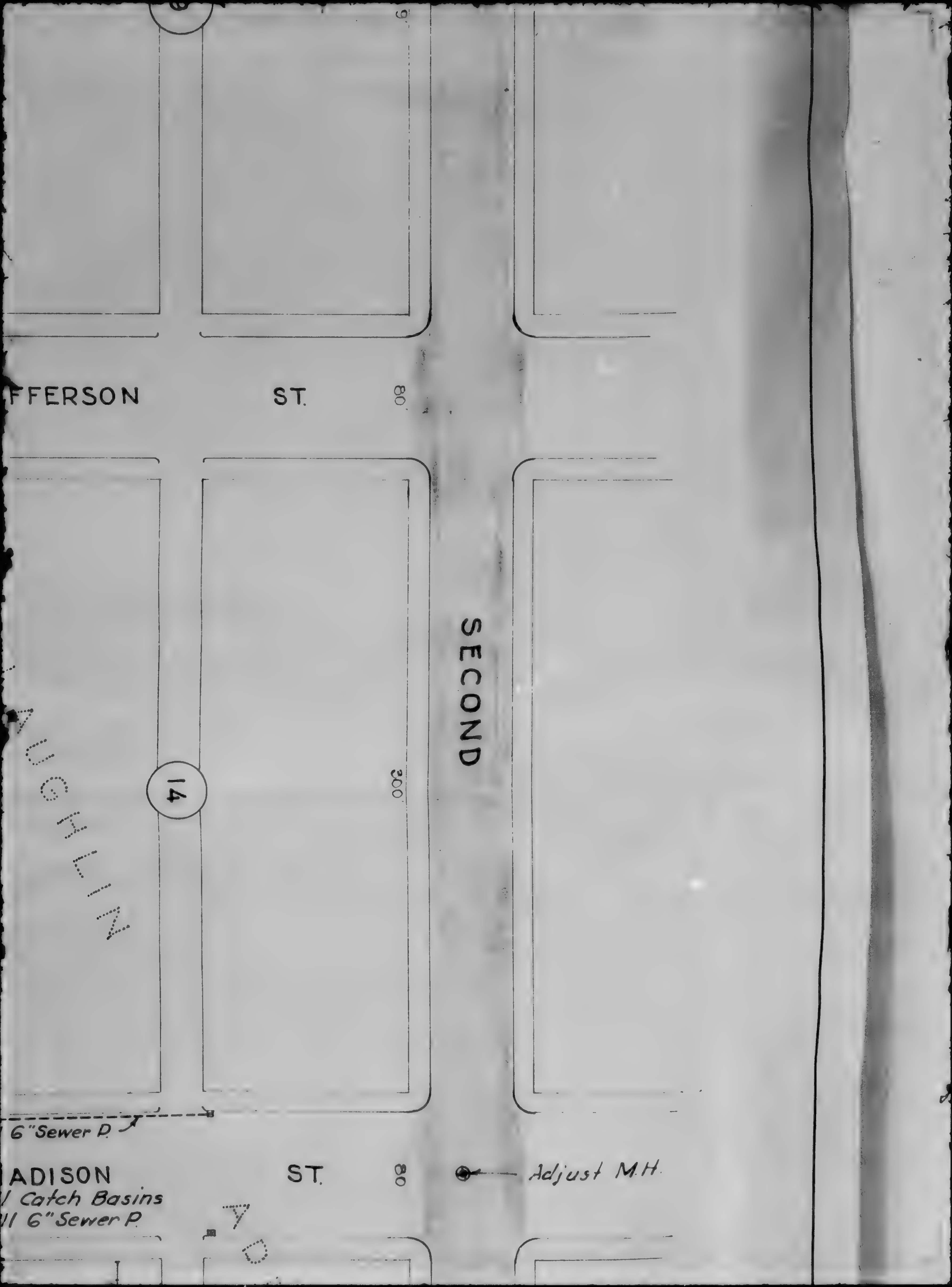

Intersection 3rd
Adjust 3 Man
Intersection 2nd
Adjust Manh
Truck Haul 36 Yd Mi
To State Maintenanc

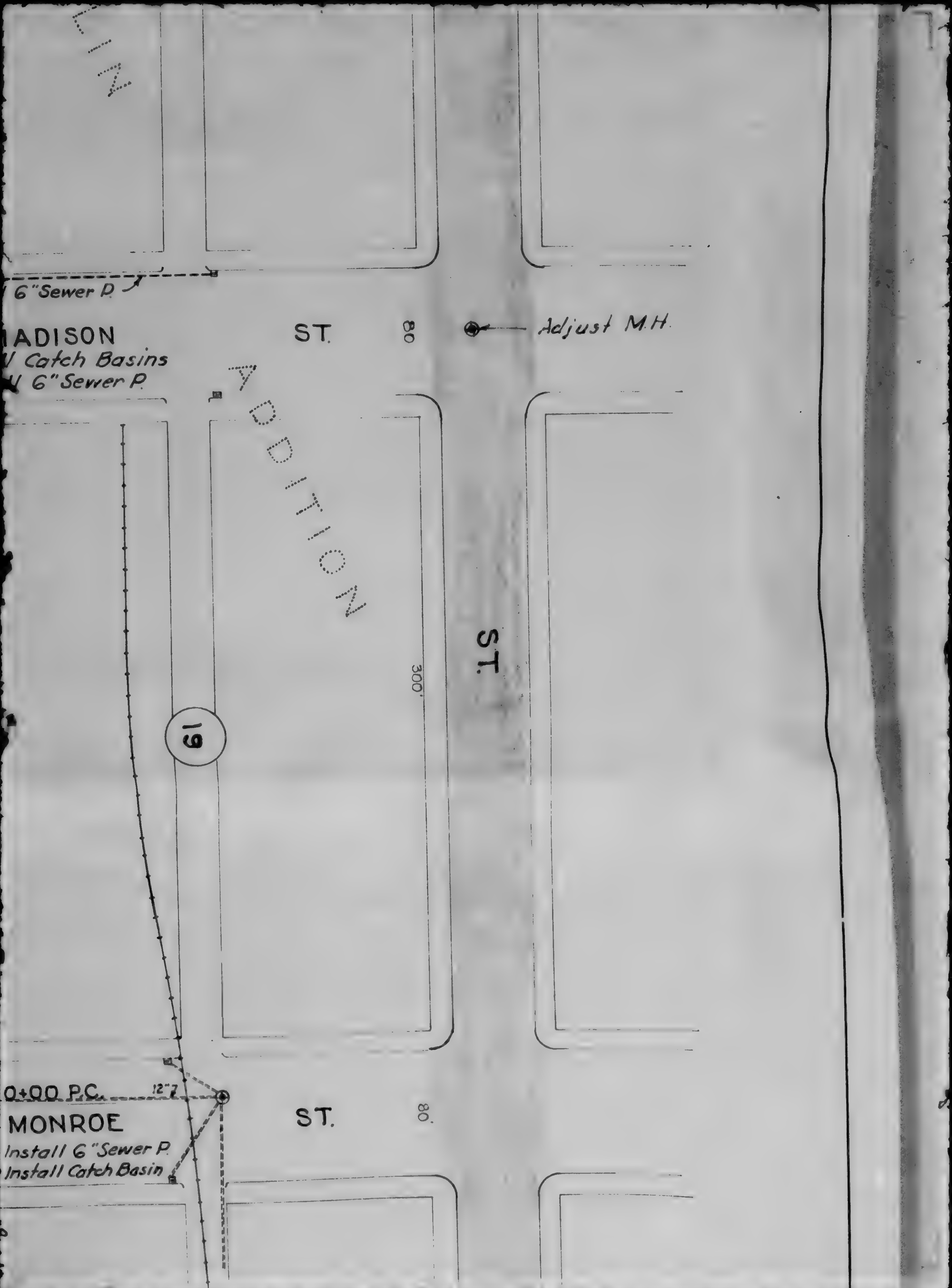
Adjust Mant

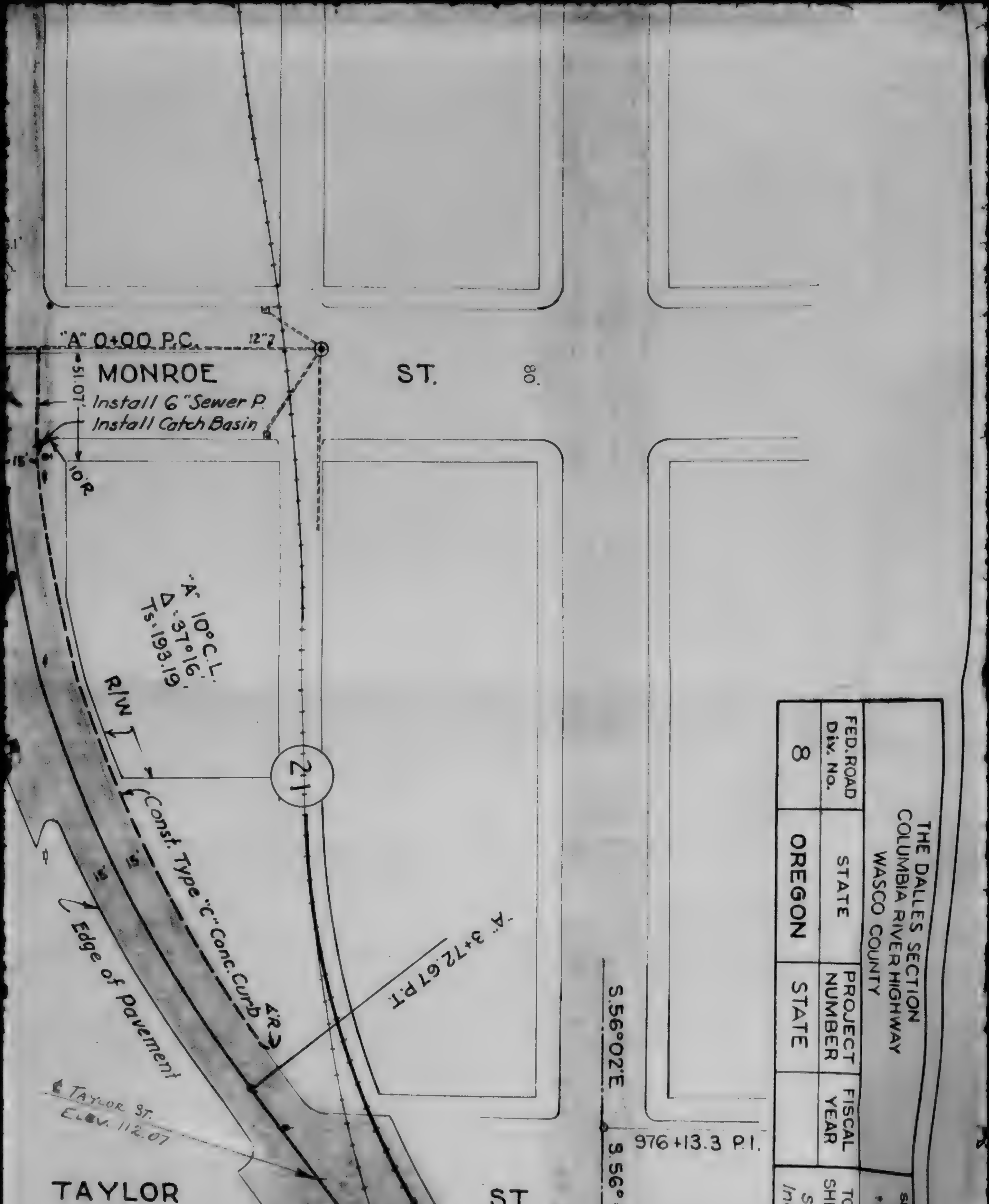
Truck Haul 36 Yd Mi
To State Maintenance Site
Exc. 36 from LaughlinSt.

		BY	DATE
FINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		




FFERSON ST.
80
SECOND
14
200
AUGHLIN
6" Sewer P.
ADISON ST.
80
Adjust M.H.
/ Catch Basins
ll 6" Sewer P.
AD


LIN
6" Sewer P.
ADISON
ST.
80
Adjust M.H.
Catch Basins
6" Sewer P.
ADDITION
300'
ST.
19
0+00 P.C.
12"
MONROE
ST.
80'
Install 6" Sewer P.
Install Catch Basin



THE DALLES SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

SHEET No. 4

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

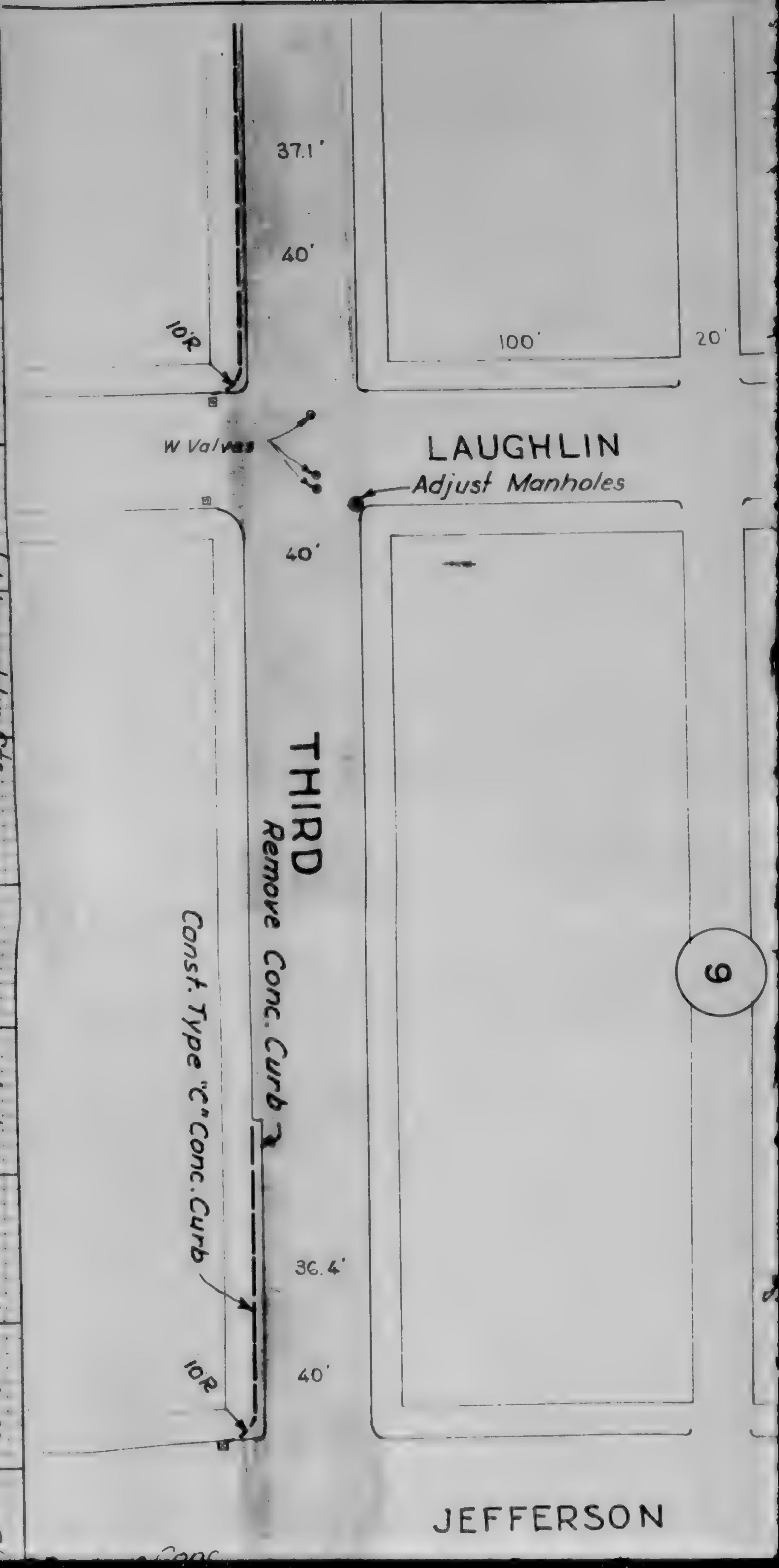
BY	DATE

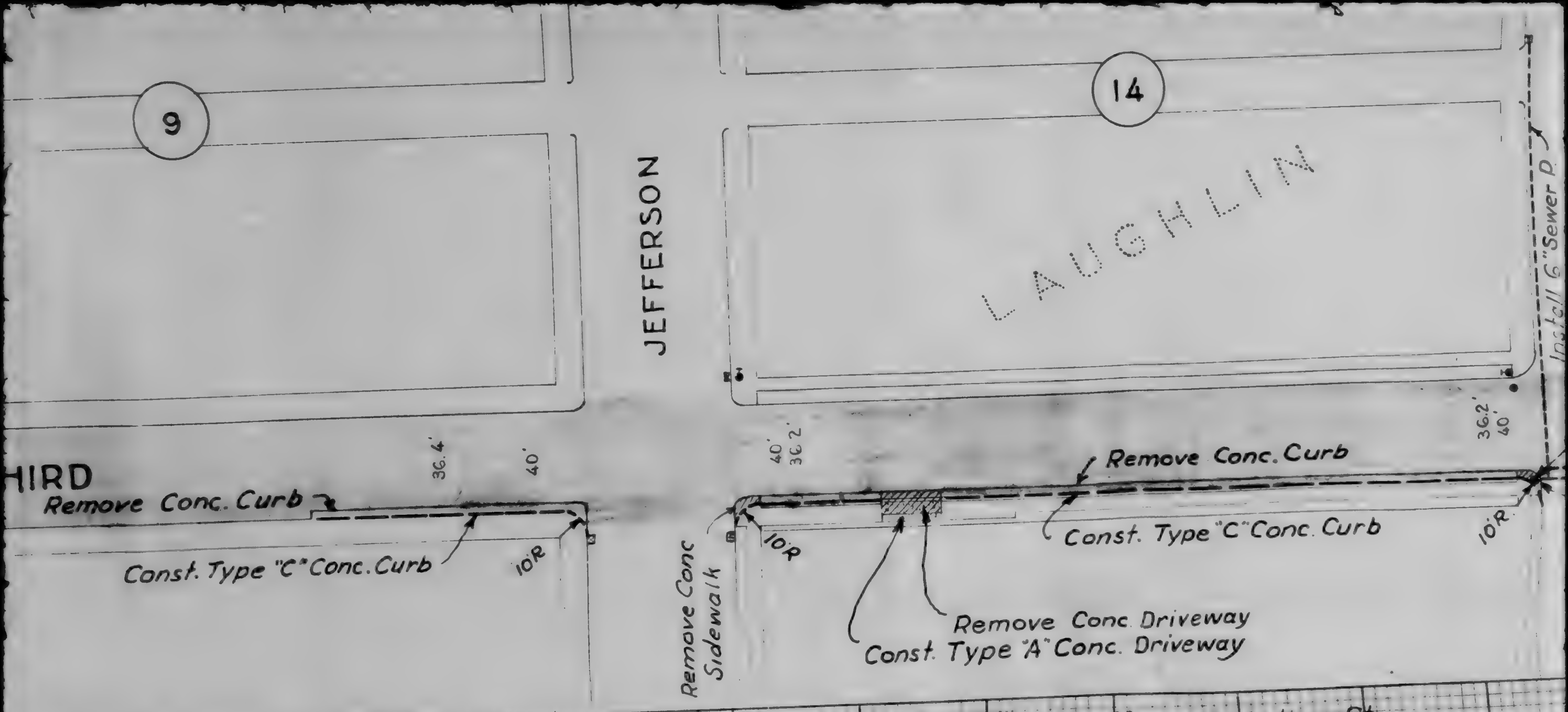
FINAL SURVEY
NOTE BOOK
NO. ______

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

Intersection 3rd & Laughlin Sts.
Adjust Manhole

So. Side 3rd St. Bet. Laughlin & Jefferson Sts.
Remove Conc. Curb 115 Lin. ft.
Const. Type "C" Conc. Curb 115 Lin. ft.





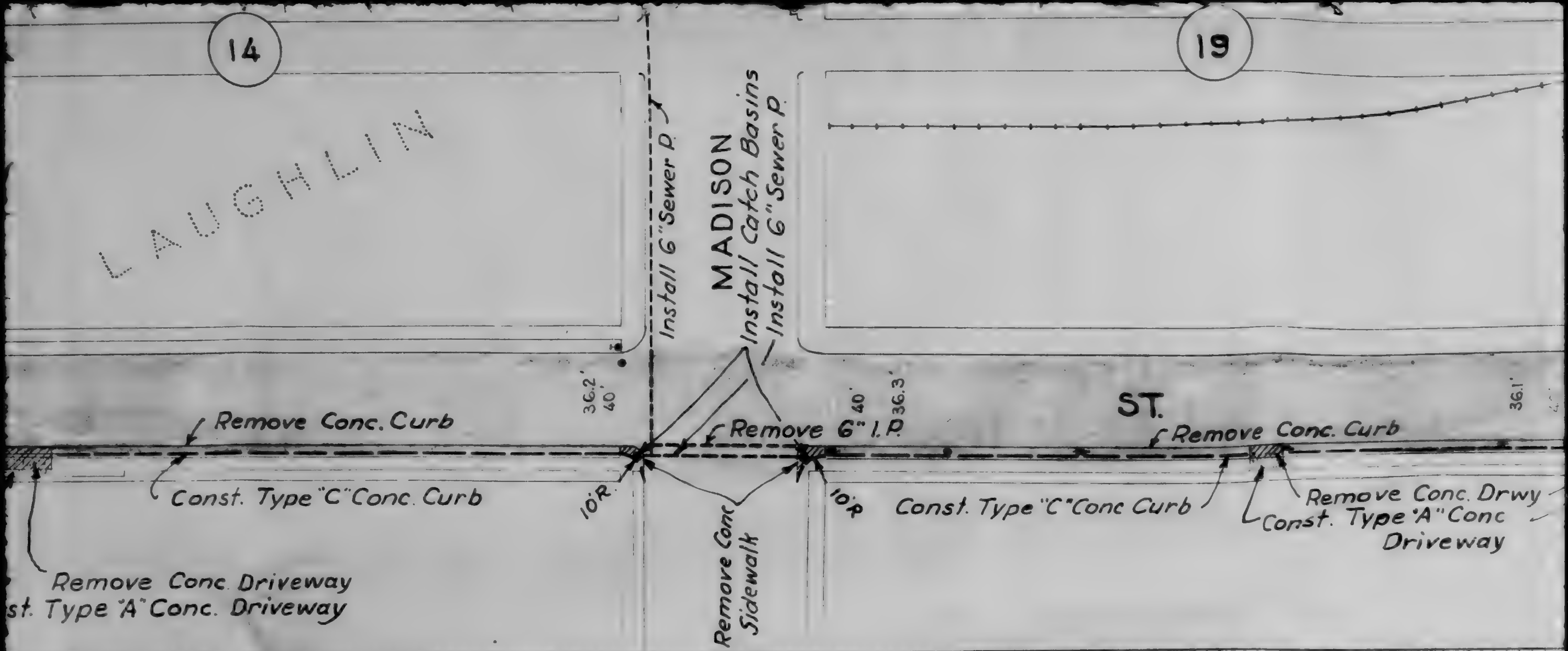
So. Side 3rd St. Bet. Laughlin & Jefferson Sts
Remove Conc. Curb 115 Lin. ft
Const. Type "C" Conc. Curb 115 Lin. ft

So. Side 3rd St. Bet. Jefferson & Madison St
Remove Conc. Curb 300 Lin. ft.
Const. Type "C" Conc. Curb 300 Lin. Ft
Remove Sidewalk at Intersections 10 Sq Yds.

Remove Conc. Driveway
Const. Type "A" Conc. Driveway

Intersecti
Install
Install
Remo
Str. E

Intersecti
Ad



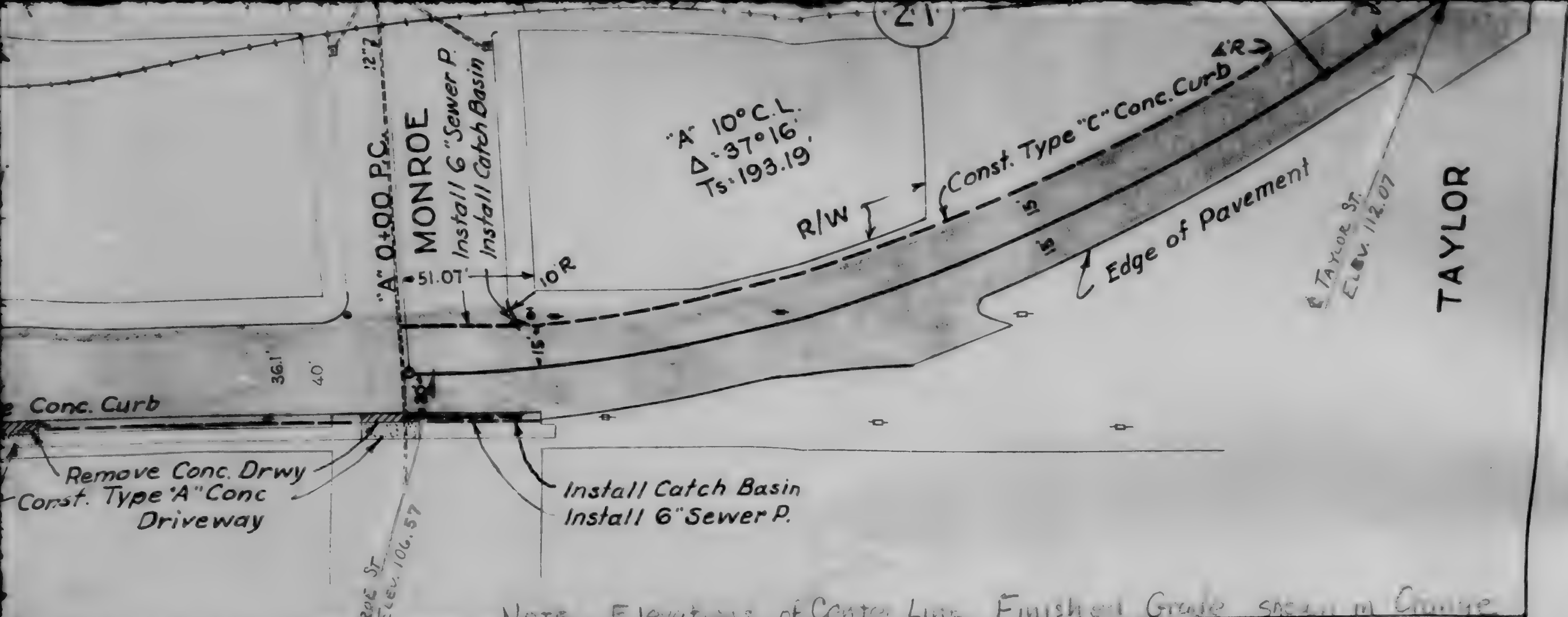
3rd St. Bet. Jefferson & Madison St
emove Conc. Curb 300 Lin. ft.
onst. Type "C" Conc. Curb - 300 Lin Ft
emove Sidewalk at Intersections - 10 Sq Yds.

emove Conc. Driveway
onst. Type "A" Conc. Driveway

So. Side 3rd St Bet. Madison & Monroe Sts
Remove Conc. Curb - 380 Lin. ft.
Const. Type "C" Conc. Curb - 380 Lin Ft
Remove Conc. Sidewalk at Intersection
Remove Conc. Driveways -
Const. Type "A" Conc. Driveways - 2

Intersection 3rd & Madison Sts.
Install 2 Catch Basins
Install 6" Sewer P. - 240' (Under Pavm't.)
Remove 6" I.P. - 60
Str. Exc. 43 Cu. Yd.

Intersection 2nd & Madison Sts.
Adjust Manhole



Note Elevations of Center Line Finished Grade shown in Orange

son & Monroe Sts
380 Lin. ft.
urb - 380 Lin Ft.
alk at Intersection
ways.
Driveways - 2

℄ Monroe St.

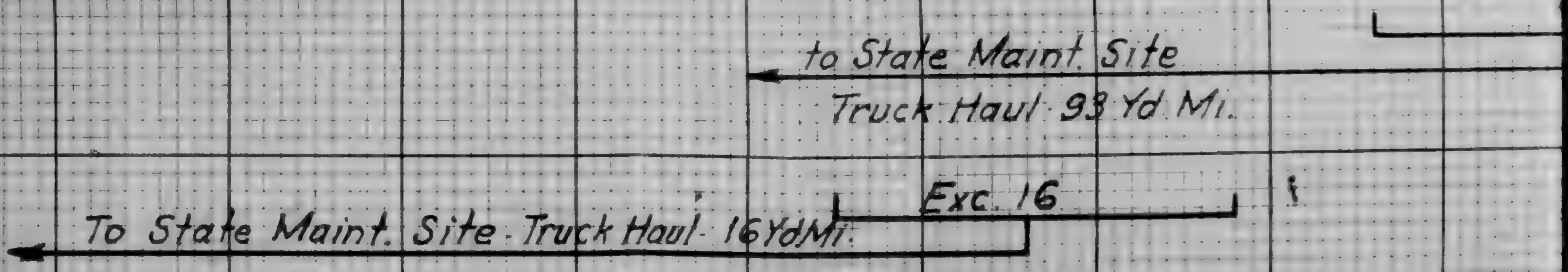
0+40 to 3+70 Lt Const Type "C" Conc Curb 330 Lin ft.

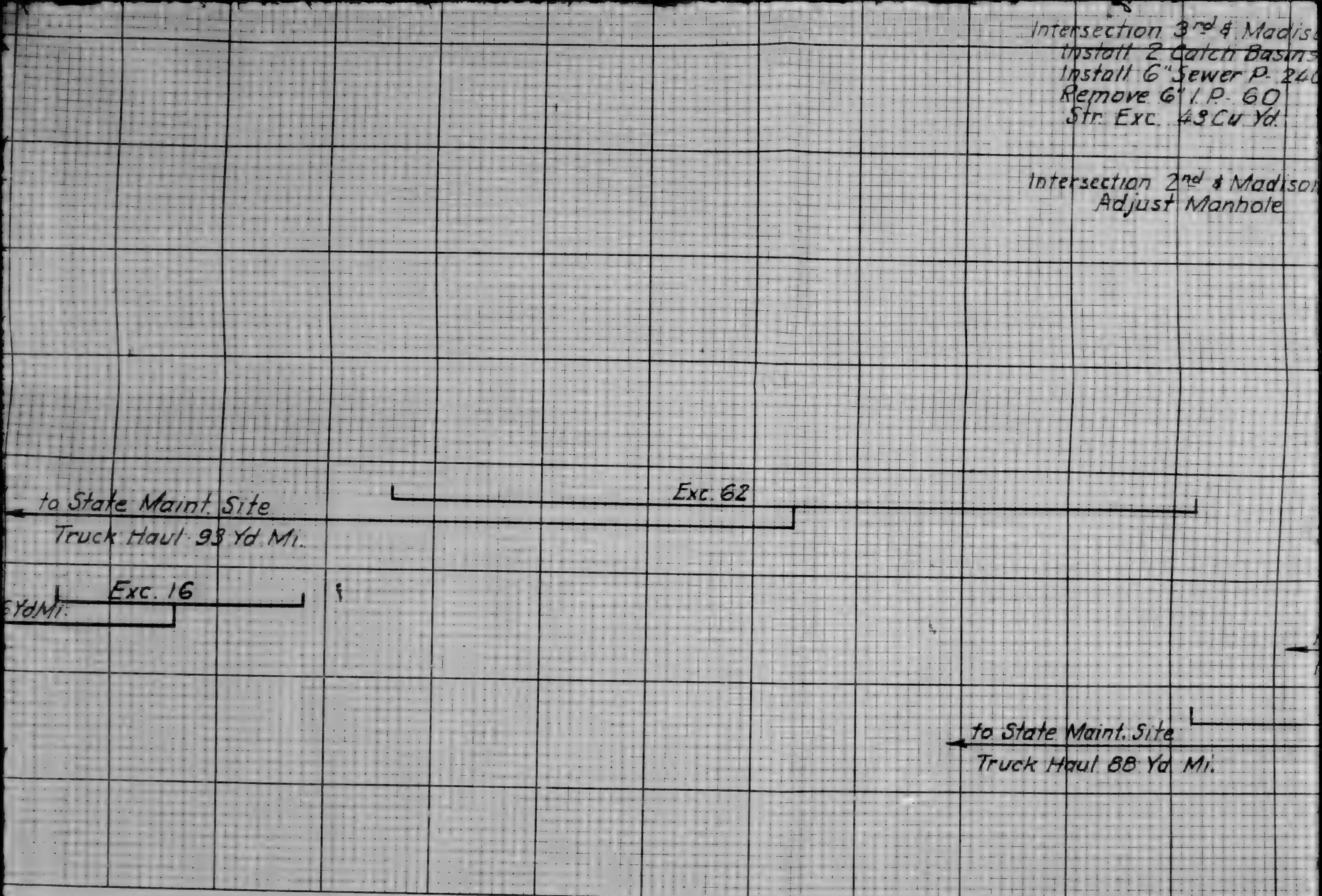
0+40 Rt & Lt Install Catch Basins (2)

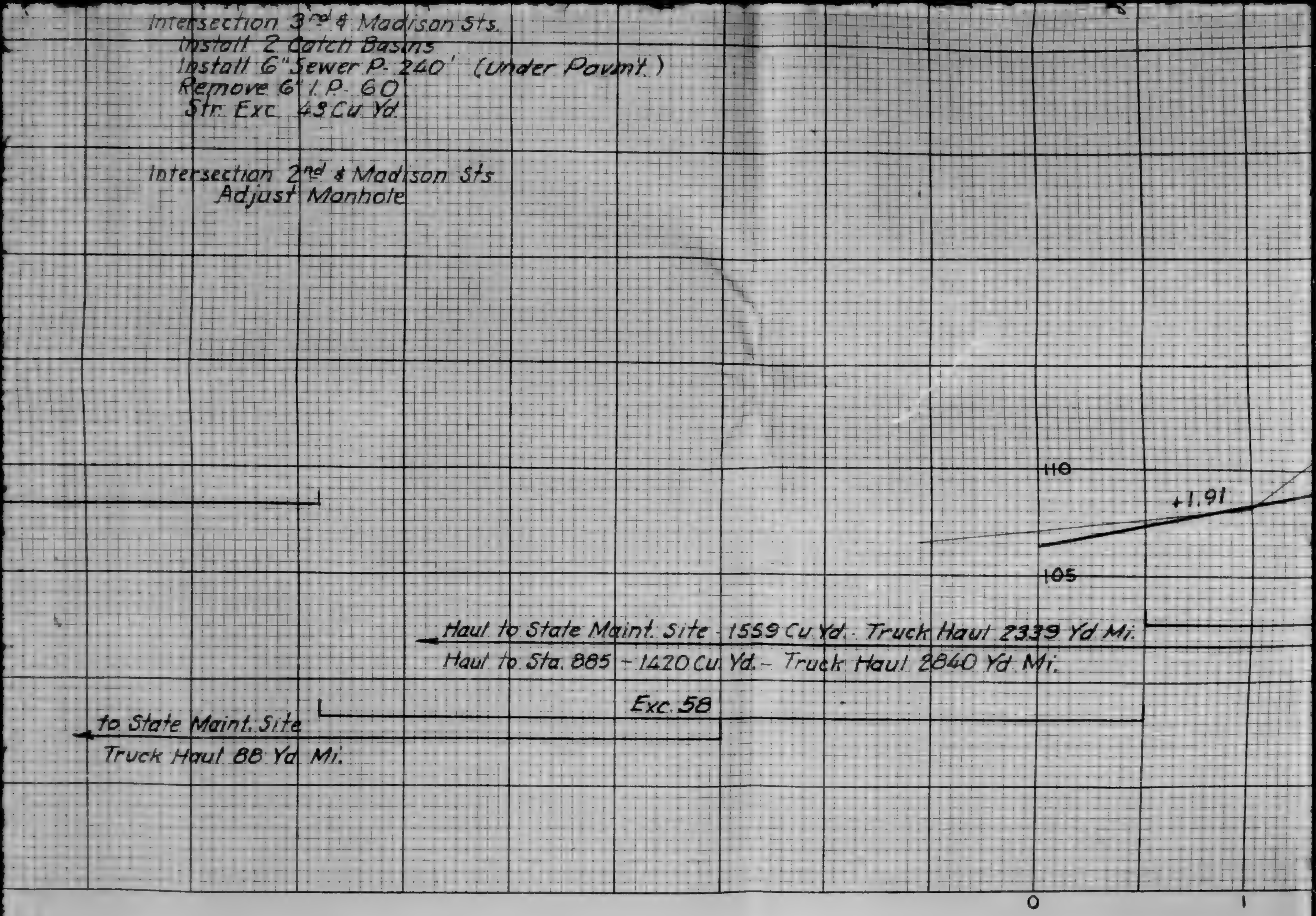
0+00 to 0+40 Rt & Lt Install 6" Sewer P. 80' (40 Under Pavmt)
Str. Exc. 14 Cu. Yd.

75 P.I. Elev. 111.63

NOTE BOOK
NO.
TEMPLAT
AREAS
AREAS CHECKED




Intersection 3rd & Madis
Install 2 Catch Basins
Install 6" Sewer P. 24
Remove 6" I.P. 60
Str. Exc. 43 Cu Yd.
Intersection 2nd & Madison
Adjust Manhole
Exc. 62
to State Maint. Site
Truck Haul 93 Yd Mi.
Exc. 16
YdMi.
to State Maint. Site
Truck Haul 88 Yd Mi.



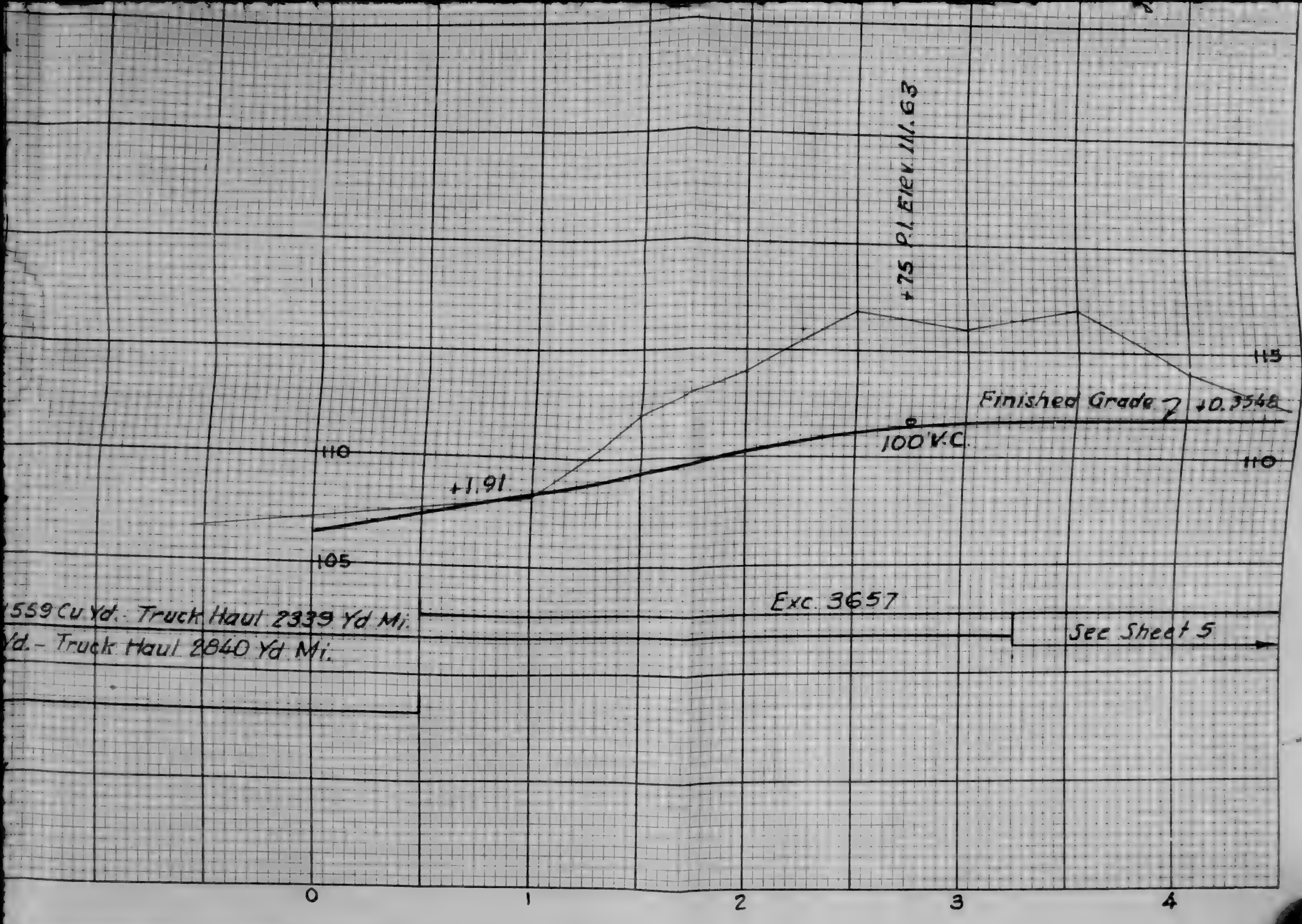
Intersection 3rd & Madison Sts.
Install 2 Catch Basins
Install 6" Sewer P. 240' (Under Pavm't.)
Remove 6" I.P. 60
Str. Exc. 43 Cu. Yd.

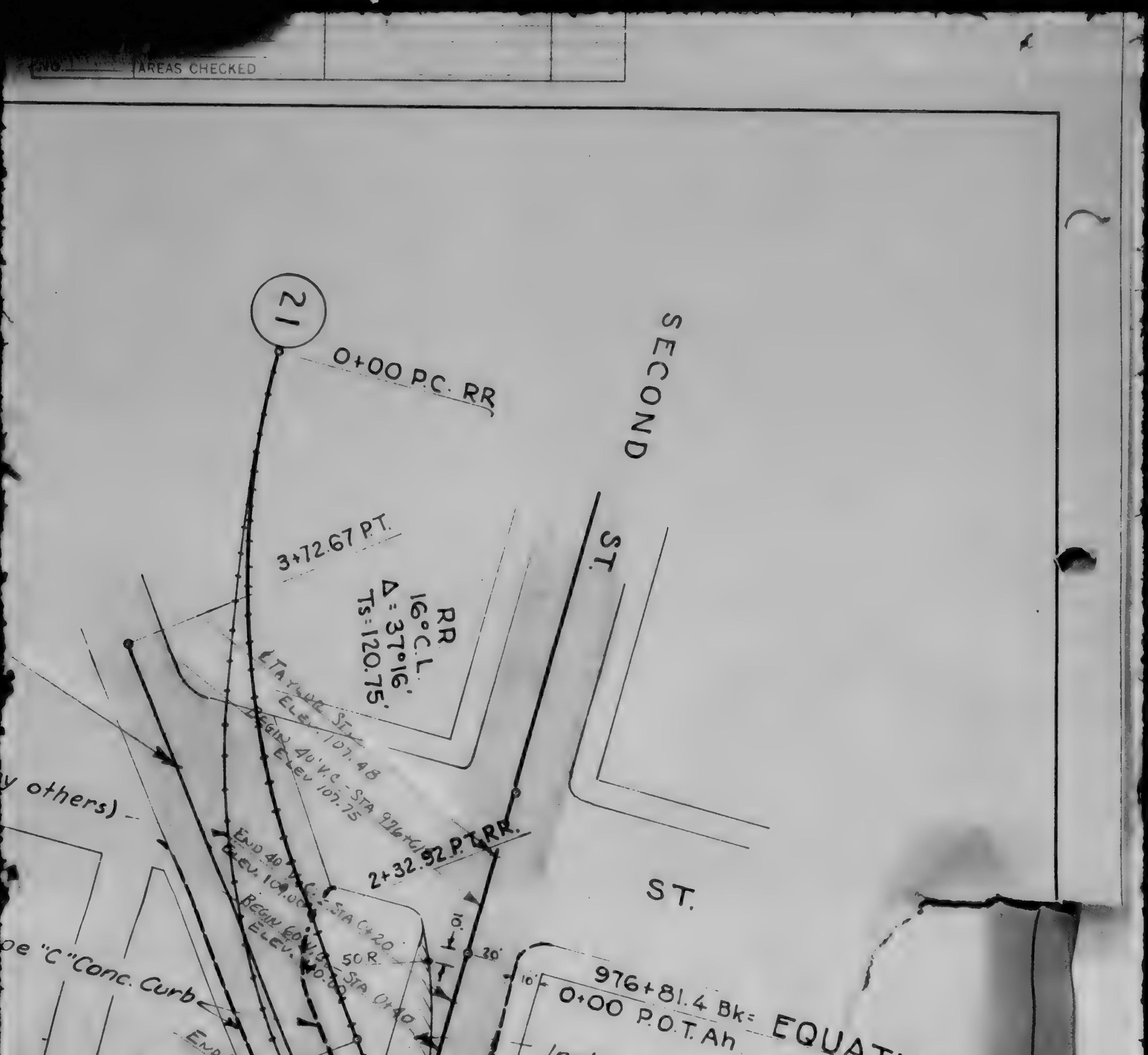
Intersection 2nd & Madison Sts.
Adjust Manhole

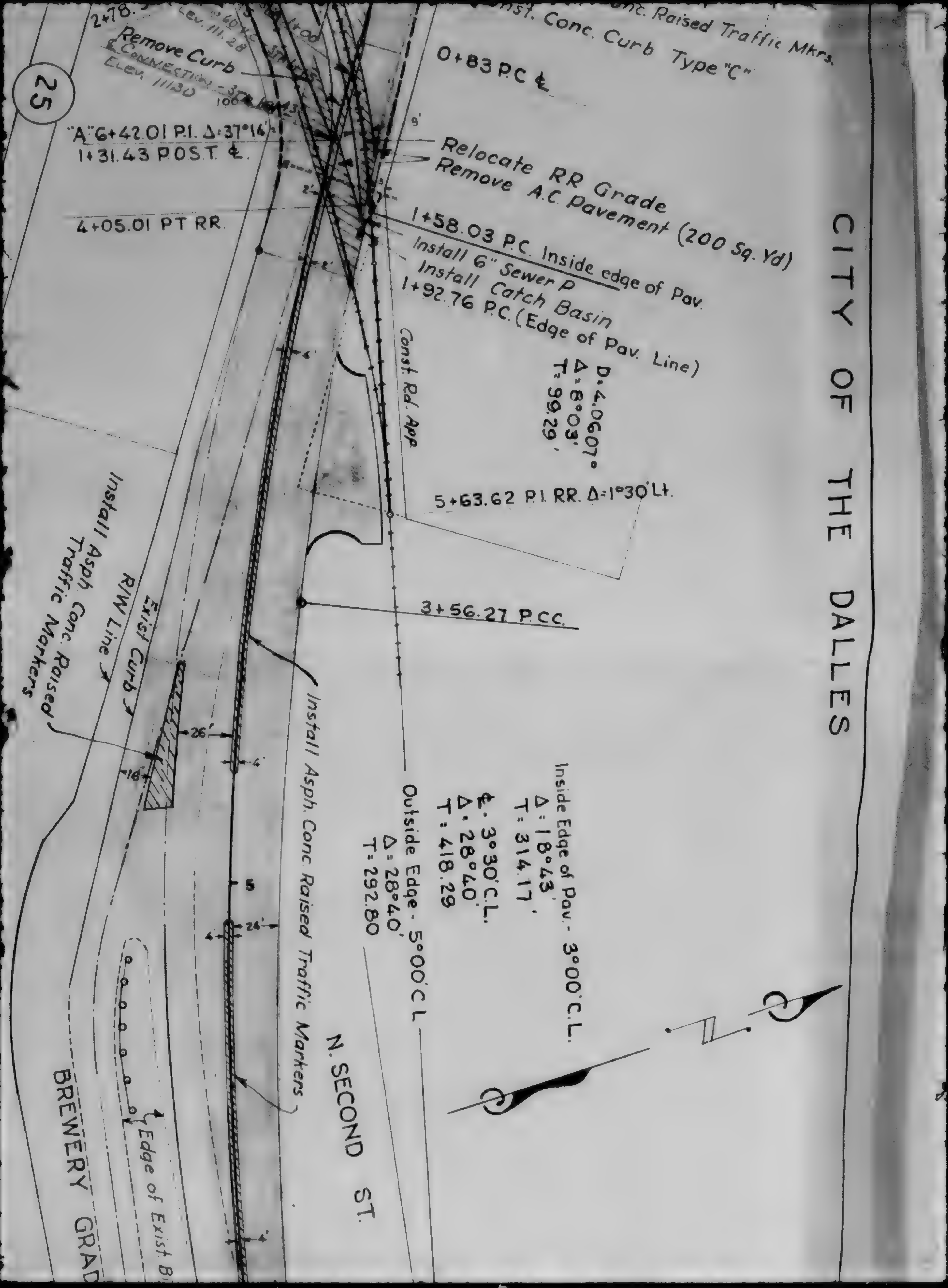
Haul to State Maint. Site - 1559 Cu. Yd. - Truck Haul 2339 Yd. Mi.
Haul to Sta. 885 - 1420 Cu. Yd. - Truck Haul 2840 Yd. Mi.

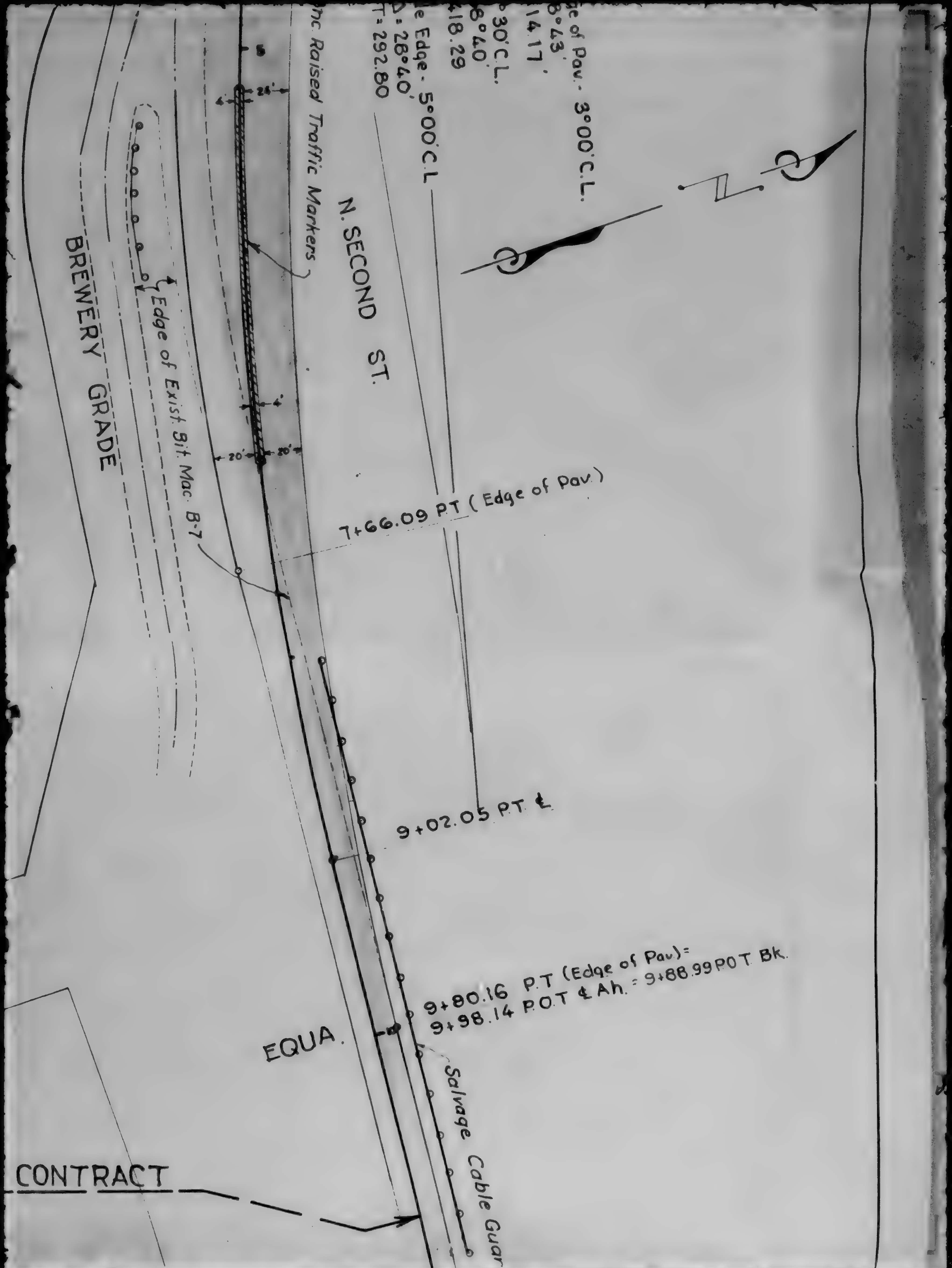
Exc. 58

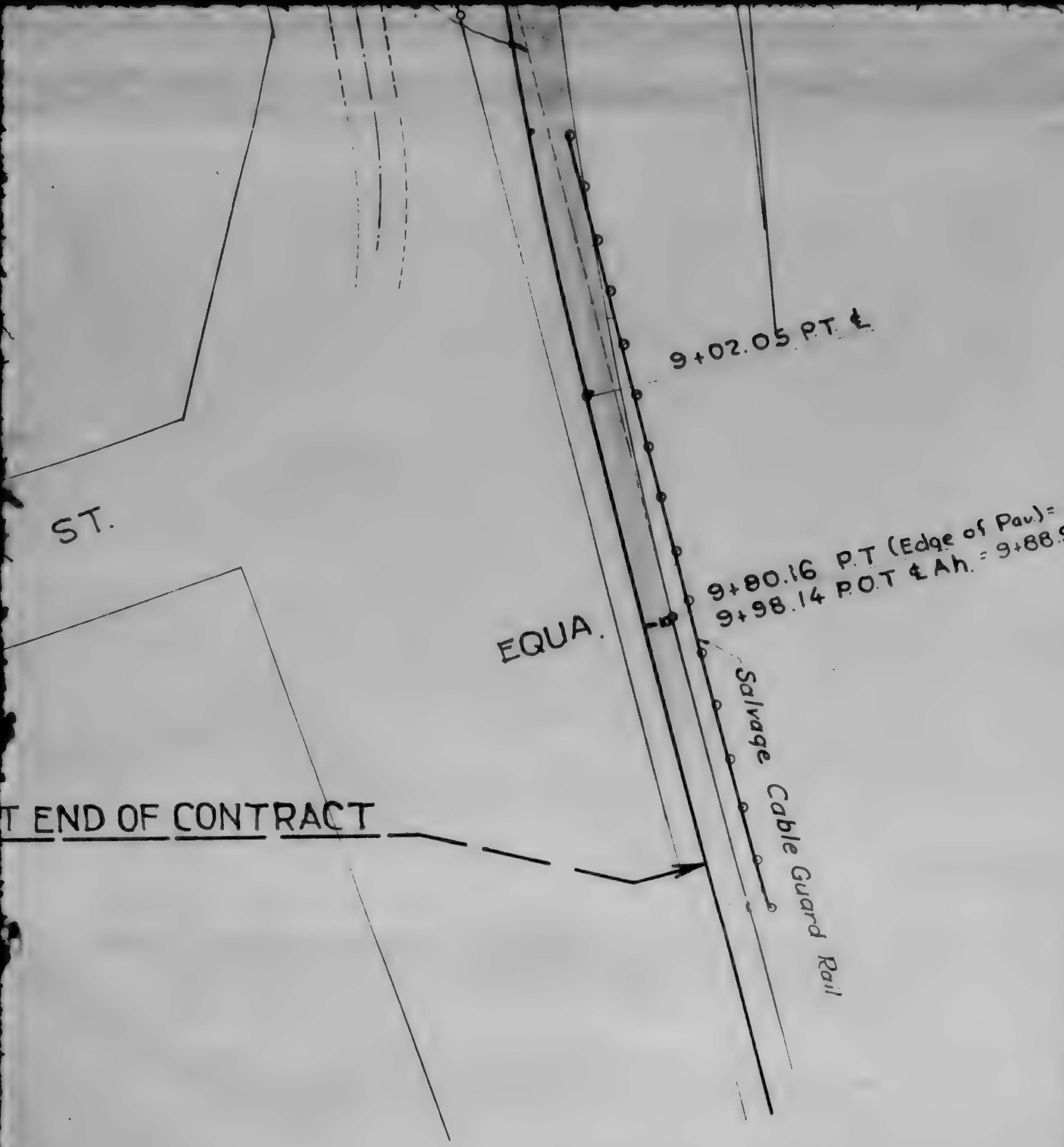
to State Maint. Site
Truck Haul 88 Yd. Mi.


+75 P.I. Elev. 111.63
115
Finished Grade
+0.3548
110
100' V.C.
110
+1.91
105
Exc. 3657
559 Cu Yd. Truck Haul 2339 Yd Mi.
See Sheet 5
Yd. - Truck Haul 2840 Yd Mi.
0
1
2
3
4


AREAS CHECKED
21
0+00 P.C. RR
SECOND ST.
3+72.67 P.T.
RR
16°C.L.
Δ=37°16'
Ts=120.75'
℄ TAYLOR ST.
ELEV. 107.48
BEGIN 40' V.C. - STA 976+61
ELEV 107.75
y others)
END 40' V.C. - STA 0+20
ELEV. 109.00
BEGIN 60' V.C. - STA 0+40
ELEV. 110.00
50 R.
2+32.92 P.T. RR.
ST.
10'
20'
pe "C" Conc. Curb
976+81.4 Bk= EQUATION
0+00 P.O.T. Ah
Install Asph. Conc. Raised Traffic Mkrs.
Const. Conc. Curb Type "C"
15'
15.
END 60' V.C. - STA 1+00
ELEV. 111.35
2+78.94 P.C. RR
BEGIN 60' V.C. - STA 1+75
ELEV. 111.28
Remove Curb
℄ CONNECTION - STA 1+31.43
ELEV. 111.30
100
25
0+83 P.C ℄
9'
"A" 6+42.01 P.I. Δ=37°14'
1+31.43 P.O.S.T. ℄
Relocate RR Grade
Remove A.C. Pavement (200 Sq. Yd)
2'
5
4+05.01 PT RR
1+58.03 P.C. Inside edge of Pav.
Install 6" Sewer P
Install Catch Basin
1+92.76 P.C. (Edge of Pav. Line)
2'
6'
Const
Δ
T
D
CITY


25
2+78.5
Elev. 111.28
Remove Curb
℄ Connection
Elev. 111.30
Const. Conc. Curb Type "C"
Conc. Raised Traffic Mkrs.
0+83 P.C ℄
"A" 6+42.01 P.I. Δ=37°14'
1+31.43 P.O.S.T. ℄
Relocate RR Grade
Remove A.C. Pavement (200 Sq. Yd)
4+05.01 PT RR.
1+58.03 P.C. Inside edge of Pav.
Install 6" Sewer P
Install Catch Basin
1+92.76 P.C. (Edge of Pav. Line)
D=4.0607°
Δ=8°03'
T=99.29'
Const. Rd. App
5+63.62 P.I. RR. Δ=1°30' Lt.
3+56.27 P.C.C.
CITY OF THE DALLES
Exist Curb
R/W Line
Install Asph. Conc. Raised Traffic Markers
26'
18'
4'
5
Install Asph. Conc. Raised Traffic Markers
Inside Edge of Pav. - 3°00' C.L.
Δ=18°43'
T=314.17
℄ - 3°30' C.L.
Δ=28°40'
T=418.29
Outside Edge - 5°00' C.L.
Δ=28°40'
T=292.80
N
N. SECOND ST.
Edge of Exist. B
BREWERY GRAD

ge of Pav. - 3°00'C.L.
8°43'
14.17'
30'C.L.
8°40'
18.29
e Edge - 5°00'C.L.
Δ = 28°40'
T = 292.80
nc Raised Traffic Markers
N. SECOND ST.
BREWERY GRADE
5
24'
4'
20'
20'
Edge of Exist. Bit. Mac. B-7
7+66.09 P.T (Edge of Pav.)
9+02.05 P.T. ℄
9+80.16 P.T (Edge of Pav.) =
9+98.14 P.O.T ℄ Ah. = 9+88.99 P.O.T Bk.
EQUA.
Salvage Cable Guar
CONTRACT
N


9+02.05 P.T. ℄
ST.
9+80.16 P.T (Edge of Pav.)=
9+98.14 P.O.T ℄ Ah. = 9+88.99 P.O.T. Bk.
EQUA.
Salvage Cable Guard Rail
T END OF CONTRACT

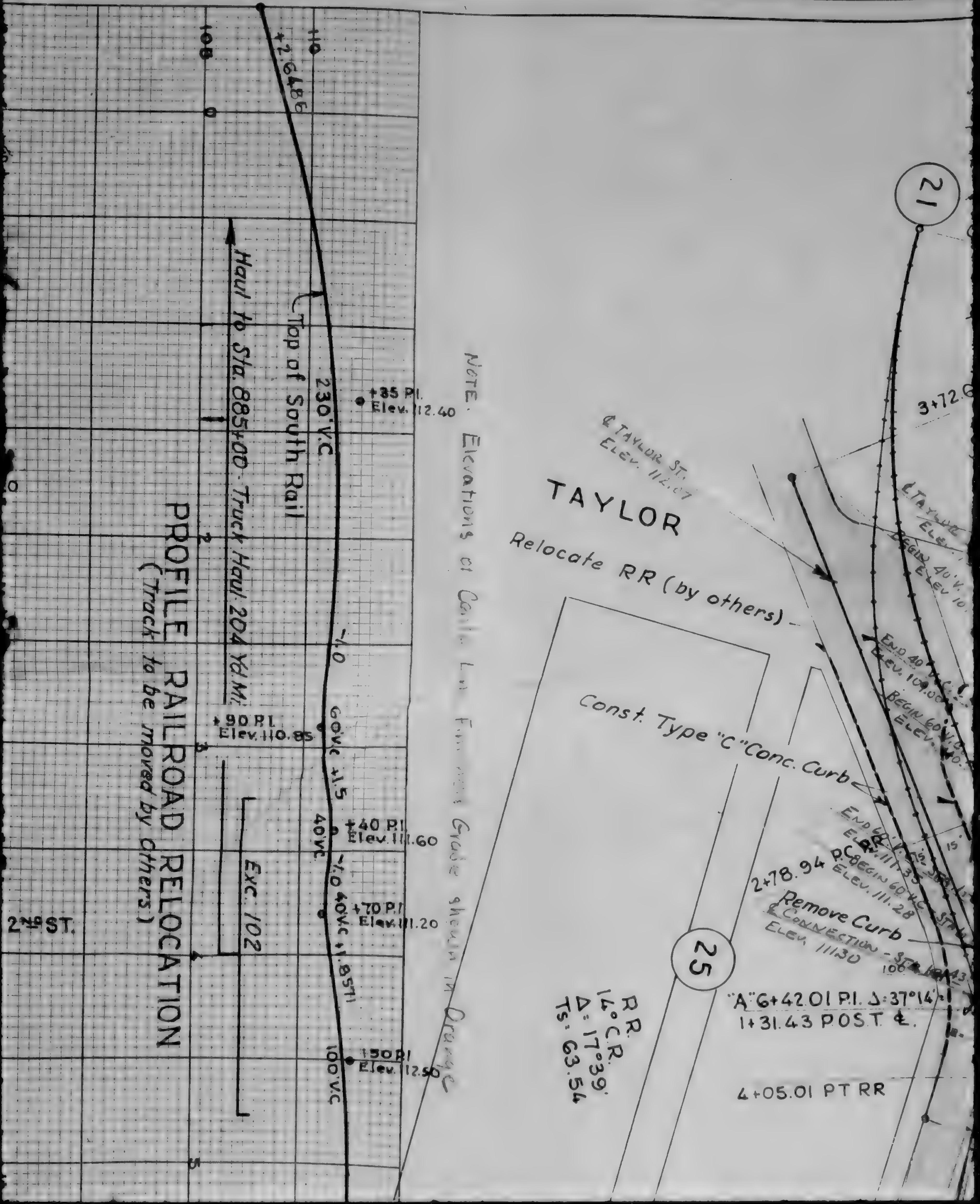
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

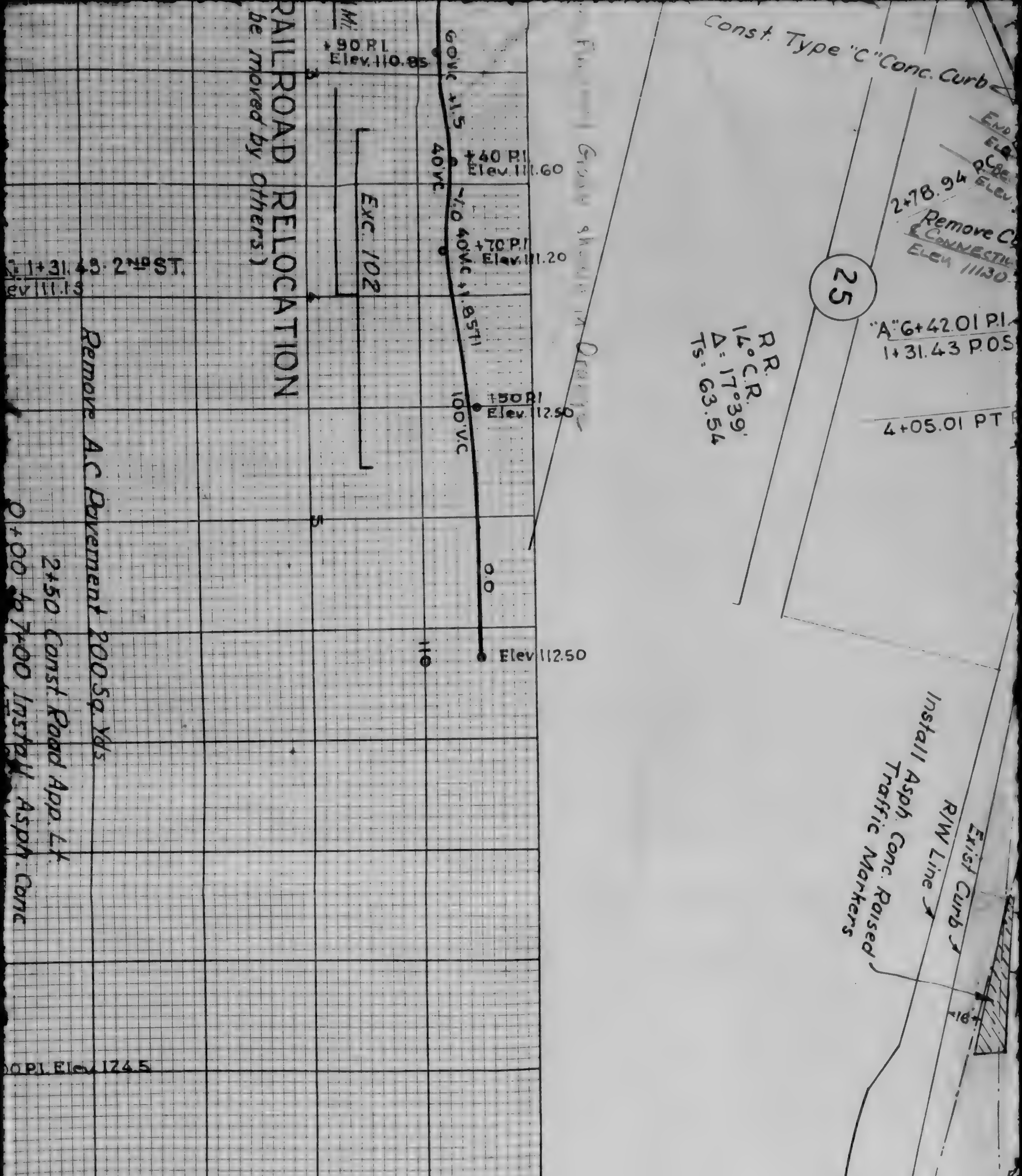
5

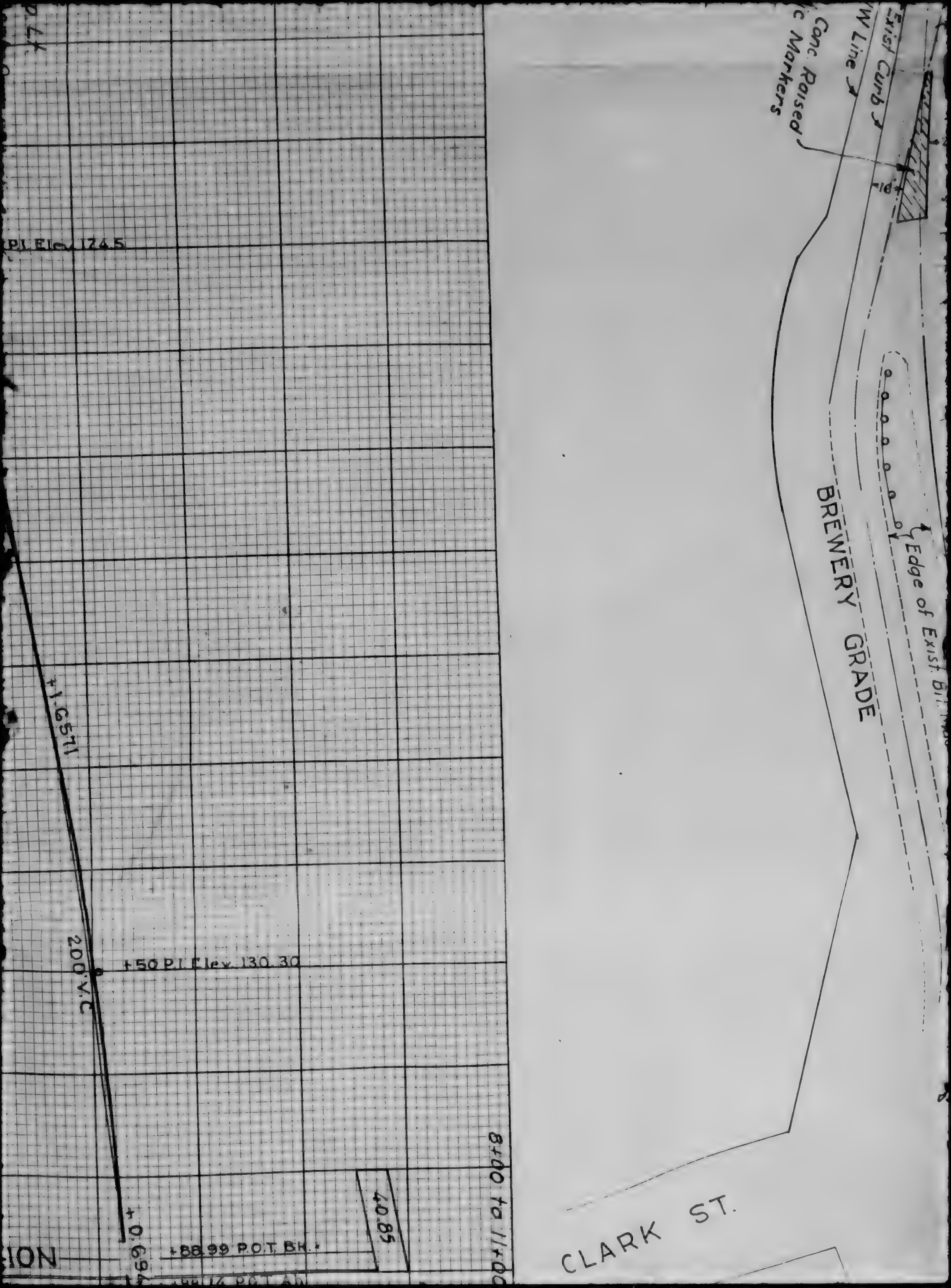
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

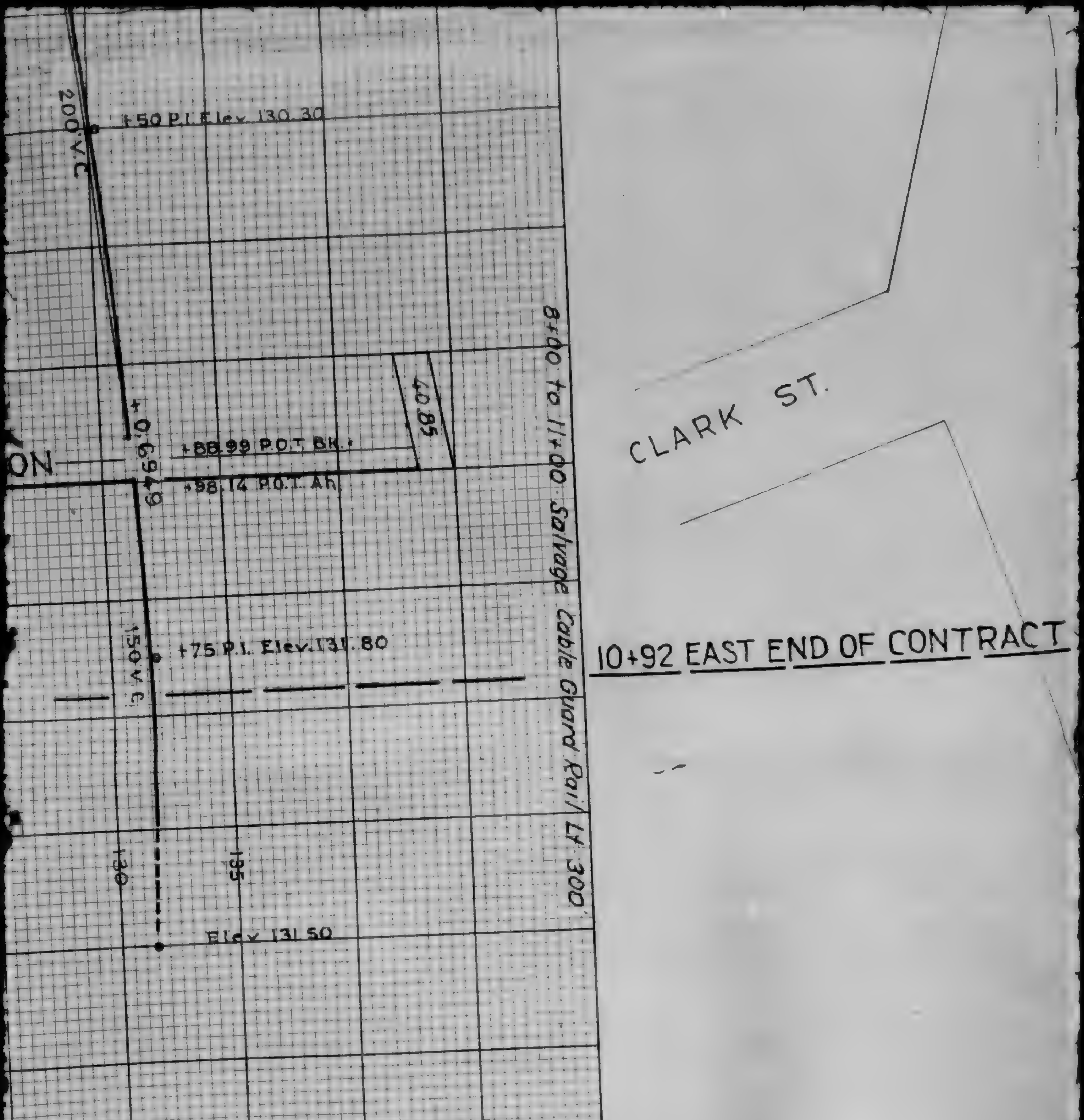
BY	DATE

FINAL SURVEY	PLOTTED
	PLOTTED
NOTE BOOK	TEMPLATE
NO.	AREAS
	AREAS CHECKED

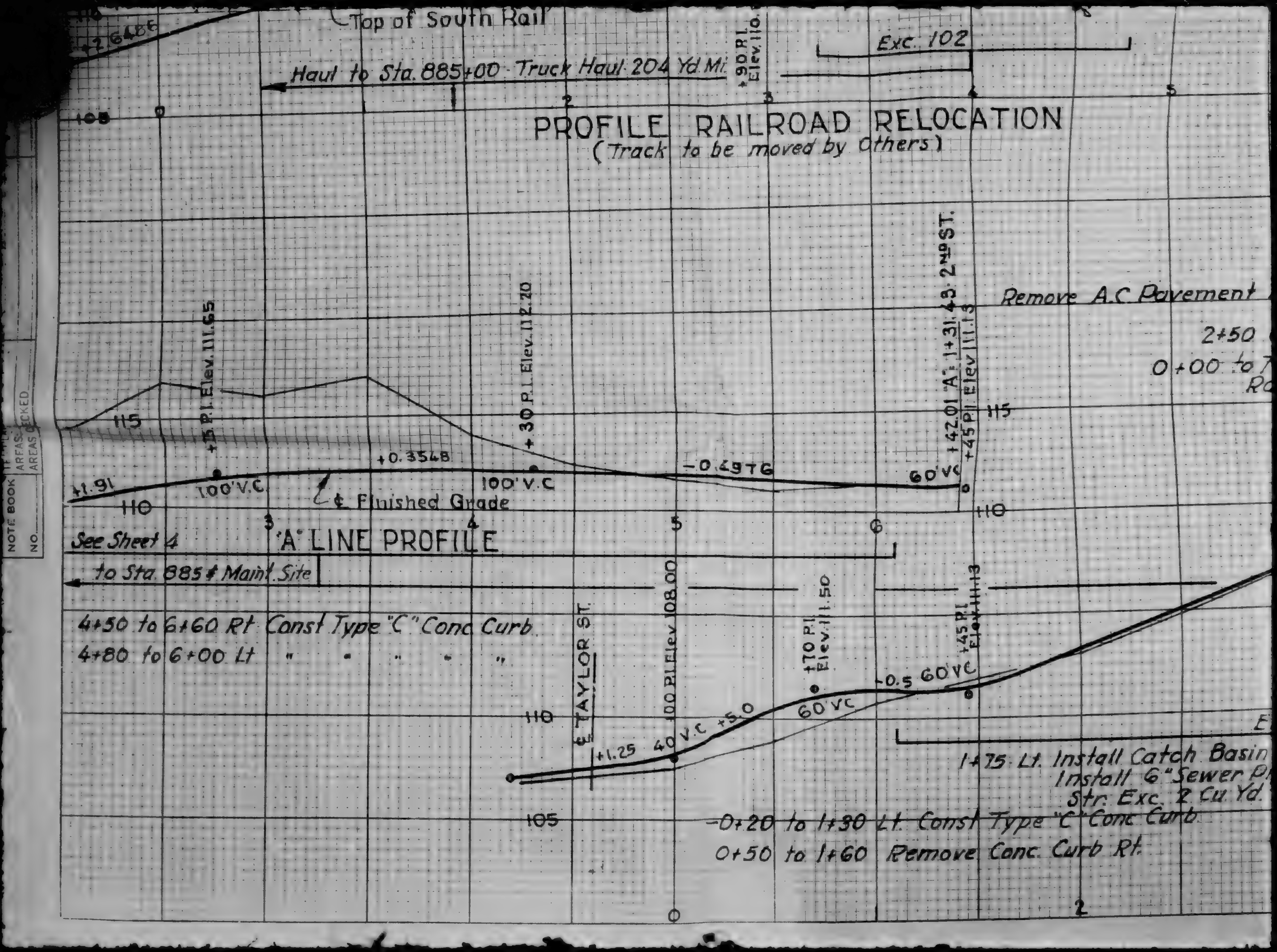


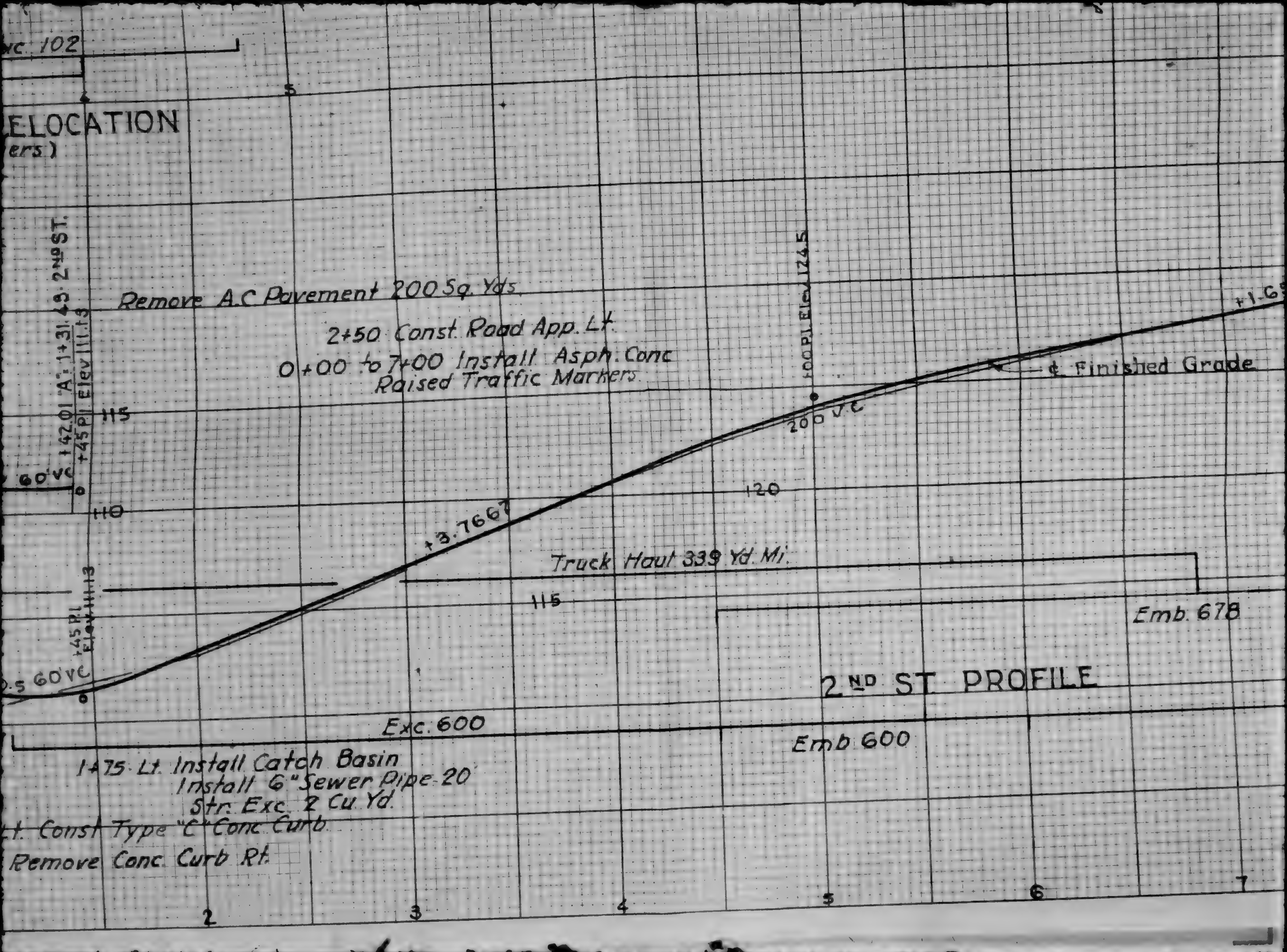

RAILROAD RELOCATION
(be moved by others)
Exc. 102
+90 P.I.
Elev. 110.85
60'V.C. +1.5
+40 P.I.
Elev. 111.60
40'V.C.
-1.0 40'V.C. +1.85%
+70 P.I.
Elev. 111.20
+50 P.I.
Elev. 112.50
100'V.C.
0.0
Elev. 112.50
110
1+31.43 2ND ST.
Elev 111.13
Remove A.C. Pavement 200 Sq. Yds
2+50 Const. Road App. Lt.
0+00 to 7+00 Install Asph. Conc.
00 P.I. Elev. 124.5
Const. Type "C" Conc. Curb
2+78.94 P.C.
Remove C
& Connecti
Elev 111.30
25
R.R.
14° C.R.
Δ: 17°39'
Ts: 63.54
"A" 6+42.01 P.I.
1+31.43 P.O.S
4+05.01 PT
Install Asph. Conc. Raised Traffic Markers
R/W Line
Exist Curb
18'
BR

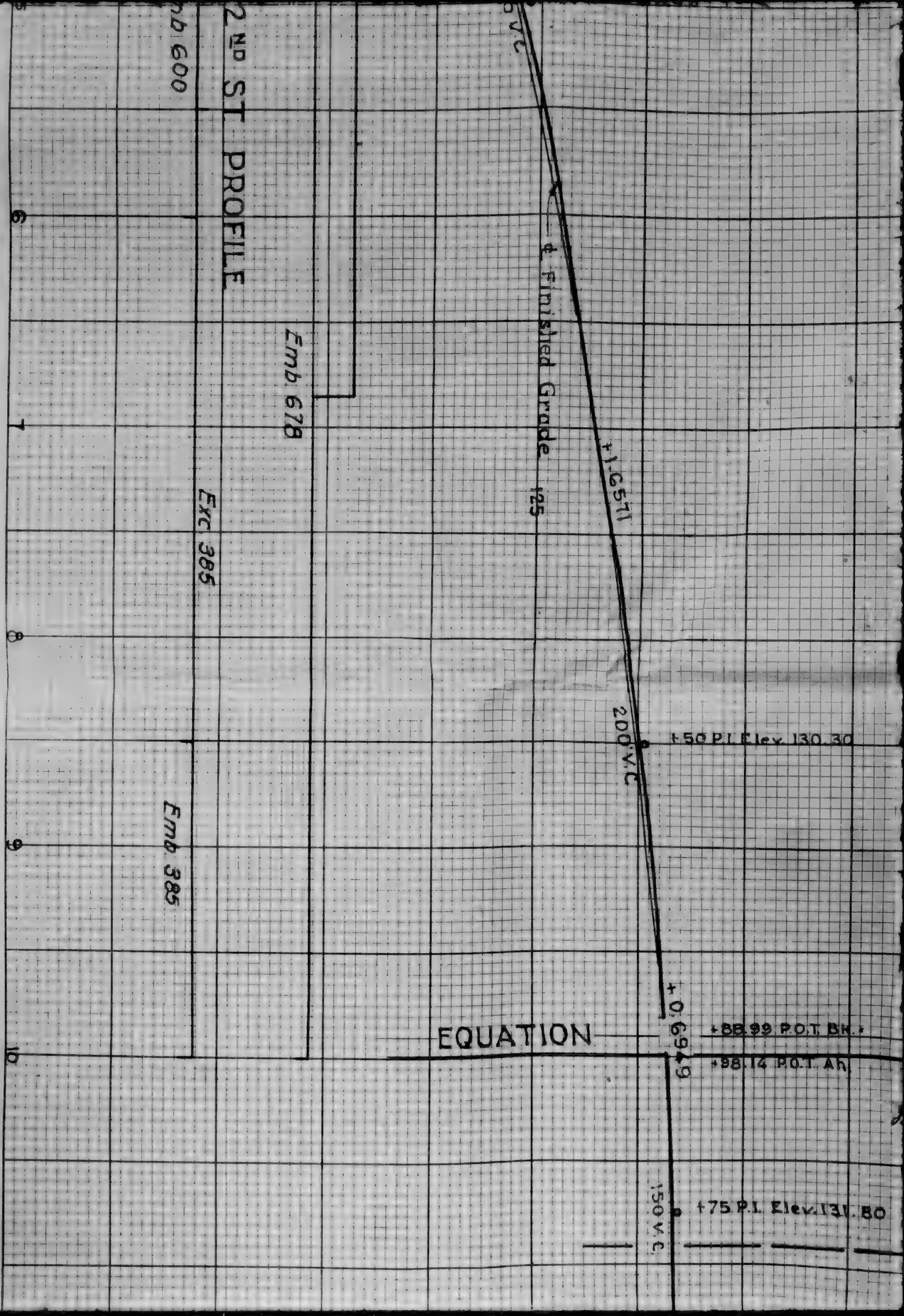

P.I. Elev. 174.5
+1.6571
200' V.C.
+50 P.I. Elev. 130.30
+0.694
+88.99 P.O.T. BK.
40.85
8+00 to 11+00
ION
Exist Curb
W Line
Conc. Raised
c Markers
18"
BREWERY GRADE
Edge of Exist. Bit.
CLARK ST.

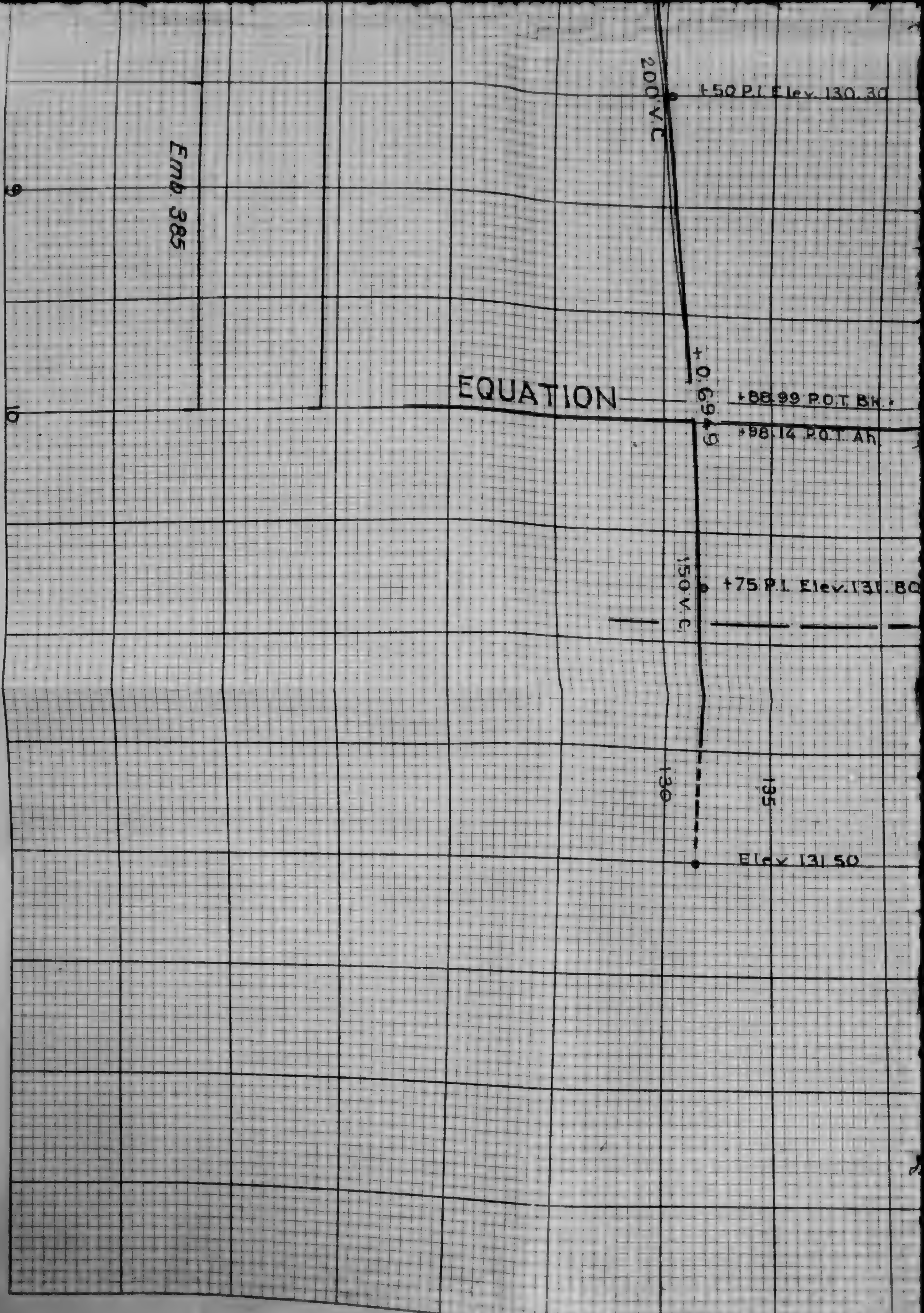


200 V.C.
+50 P.I. Elev. 130.30
+0.69%
+88.99 P.O.T. Bk.
+98.14 P.O.T. Ah.
40.85
ON
8+00 to 11+00 Salvage Cable Guard Rail Lt. 300'
CLARK ST.
+75 P.I. Elev. 131.80
150 V.C.
10+92 EAST END OF CONTRACT
130
135
Elev. 131.50


NOTE BOOK
NO.
AREAS:
AREAS CHECKED
Top of South Rail
+2.6486
Haul to Sta. 885+00 Truck Haul 204 Yd. Mi.
+90 P.I. Elev. 110.
Exc. 102
PROFILE RAILROAD RELOCATION
(Track to be moved by Others)
+15 P.I. Elev. 111.65
+30 P.I. Elev. 112.20
+42.01 "A" 1+31.43 2ND ST.
+45 P.I. Elev. 111.13
Remove A.C. Pavement
2+50
0+00 to
+1.91
100' V.C.
+0.3548
100' V.C.
-0.4976
60' VC
℄ Finished Grade
110
115
105
0
2
3
4
5
6
See Sheet 4
"A" LINE PROFILE
to Sta. 885± Maint. Site
4+50 to 6+60 Rt. Const Type "C" Conc Curb
4+80 to 6+00 Lt " " " " "
℄ TAYLOR ST.
+1.25
40' V.C.
+5.0
100 P.I. Elev. 108.00
+70 P.I. Elev. 111.50
60' VC
-0.5
60' VC
+45 P.I. Elev. 111.13
1+75 Lt. Install Catch Basin
Install 6" Sewer P
Str. Exc. 2 Cu. Yd.
-0+20 to 1+30 Lt. Const Type "C" Conc Curb
0+50 to 1+60 Remove Conc. Curb Rt.


xc. 102
ELOCATION
ers)
+42.01 "A": 1+31.43 2ND ST.
+45 P.I. Elev 111.13
Remove A.C Pavement 200 Sq. Yds.
2+50 Const. Road App. Lt.
0+00 to 7+00 Install Asph. Conc
Raised Traffic Markers
+00 P.I. Elev 124.5
+1.65
¢ Finished Grade
115
60' VC
110
120
200' VC
+3.766%
Truck Haul 339 Yd. Mi.
+45 P.I. Elev 111.13
115
Emb. 678
.5 60' VC
2ND ST PROFILE
Exc. 600
Emb 600
1+75 Lt. Install Catch Basin
Install 6" Sewer Pipe 20'
Str. Exc. 2 Cu. Yd.
Lt. Const Type "C" Conc Curb
Remove Conc. Curb Rt.
4
5
2
3
4
5
6
7


2ND ST PROFILE
nb 600
Emb. 678
Exc 385
Emb 385
V.C
℄ Finished Grade
125
+1.6571
200' V.C
+50 P.I. Elev. 130.30
+0.6949
EQUATION
+88.99 P.O.T. Bk.
+98.14 P.O.T. Ah.
+75 P.I. Elev. 131.80
150' V.C.
6
7
8
9
10


200 V.C
+50 P.I. Elev. 130.30
Emb. 385
9
EQUATION
+0.699
+88.99 P.O.T. Bk.
+98.14 P.O.T. Ah.
10
150 V.C.
+75 P.I. Elev. 131.80
130
135
Elev. 131.50

No. 1999
By

COMMISSIONERS
CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

[illegible]
3311

July 5, 1950

1999

Mr. Loyd Brady
City Manager
The Dalles, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

We will investigate immediately the matter of the buildings at the east end of 3rd Street where a connection between 3rd Street and US30 is being studied as a part of the one-way street system.

As soon as we can have an appraisal made of the cost we can determine whether to extend 3rd Street or whether to make a connection at Monroe Street, which has been tentatively selected.

Very truly yours,

R. H. Baldock
State Highway Engineer

W. C. WILLIAMS

cc: W. C. Williams
H. G. Smith

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
[illegible] ENGINEER

July 6, 1950. **ASSIGNMENT** No. 1999 [illegible]

By

escription: Mr. Baldock's letter of July 5 to City Mgr. of The Dalles re buildings at-east end of 3rd Street where connection between 3rd St. and US30 is being studied

Acknowledged by _ _ _ _ _ Referred to _ _Smith ✓ _ _ _ _ _ _ _ _ _ _

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ signature

Assignment executed Ret'd 6-10-53 Report received
me

Remarks: Job Completed 195[illegible]
[illegible]

PLEASE RE[illegible]
W. C[illegible]
FOR FILING

NOTED
W. C. WILLIAMS

Closed

AD-1 Irrigon-Ordnance Depot Sec. 1952
of the Irrigon-Ordnance Depot
#3712 Access Road S. from Irrigon.

RECEIVED
FOR FILING
HC

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 14, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3712	5-Final	K. C. Dack Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4171	00.00 (None)	$ 00.00	March 3, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

NOTED
H. B. GLAISYER

The minus quantity which resulted when this estimate was figured, in the sum of $2,203.70, has been reconciled by deduction in the amount of 2,203.70 from K. C. Dack's estimate No. 5 - Contract No. 3760, since he failed to forward his check for the above mentioned amount when billed by our Bookkeeping Section. This record is given you for mere reference and to close our file.
aaw

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: aaw

NOTED ON CARD

C
O
P
Y

3712

K. C. DACK CONSTRUCTION CO.
P. O. Box 0134
Milton-Freewater, Oregon

March 7, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

We would be very happy to have settlement of Contract No. 3712 accomplished by adjusting the account by deducting the $2,203.70 from the next payment due in connection with the Pocahontas-Baker Project, Contract No. 3760.

Very truly yours

K. C. Dack Construction Co.

By /s/ Kenneth C. Dack

KCD/fl

Original [illegible]
[illegible]

RECEIVED
[illegible] 53
FOR FILING

AD-1

3712

February 27, 1953

K. C. Dack Construction Co.
Milton-Freewater, Oregon

Gentlemen:

Reference is made to the final estimate for the Irrigon-Ordnance Depot Project, Contract No. 3712.

Due to oversight at the time of making semifinal payment, no deduction or retention was made to cover the cost of the crushed aggregates furnished to you by the State as provided on sheet 14 of the special provisions of the contract. As a result, the $46,020.04 paid to you on estimates 1 to 4 inclusive, is $2,203.70 in excess of the amount to which you are entitled for the work you performed.

Accordingly, we are submitting herewith, along with your copies of the Final Estimate Sheet and the Final Estimate Voucher, an invoice in the amount of $2,203.70.

We would appreciate remittance of the amount of this invoice, but if you would prefer we will be glad to adjust the account by deduction of the $2,203.70 from the next payment due you in connection with the Pocahontas-Baker Project, Contract No. 3760.

May we have an early response.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

~~Form~~ PR 2 (Revised 1946)

State Oregon

Defense Access Project No. AD-1

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of November, 1952,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto;

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a program, which was approved on the ______ day of ______, 19___, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of April, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-eight thousand, eight hundred eight and 00/100 dollars ($58,808.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920;** (Include date and citation of **Chapter 529, Laws 1939.** act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 0+10 on the west boundary of Section 19, T. 5 N., R. 27 E., W.M., and survey station 122+25.34 in Section 6, T. 4 N., R. 27 E., W.M., without exception,** length **2.314** miles, in **Morrow** County, being **Oregon Defense Access** project No. **AD-1**, consisting of **2.309** miles of roadway and **one** bridge of more than 20 feet clear span, **0.005** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **fifty-eight thousand, eight hundred eight and 00/100** dollars ($**58,808.00**), which does not exceed the authorized Federal pro rata share of **fifty-eight thousand, eight hundred eight and 00/100** dollars ($**58,808.00**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED NOV 14 '52

Oregon State Highway Department

Federal Aid Access
Project No. AD-1

IRRIGON-ORDNANCE DEPOT SECTION OF THE IRRIGON-ORDNANCE DEPOT ACCESS ROAD IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 19, 1952

All Required		Preliminary Engineering		$ 1,500.00

Type Code 5231
Roadway (Sta. 0+10 to 122+25.34)

20	cu. yds.	Structural Excavation, Unclassified	$ 6.00	$ 120.00
21,000	cu. yds.	General Excavation, Unclassified	0.33	6,930.00
1,600	yd. mi.	Truck Haul	0.20	320.00
2.31	miles	Finishing Roadbed and Slopes	800.00	1,848.00
120	lin. ft.	12-inch Concrete Pipe	4.00	480.00
110	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	5.00	550.00
10	cu. yds.	3/8" - 0 Backfill in Drains	10.00	100.00
18	cu. yds.	Class "A" Concrete	80.00	1,440.00
1,800	lbs.	Metal Reinforcement	0.20	360.00
8,300	cu. yds.	4" - 0 Material in Base	1.25	10,375.00
3,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.20	6,600.00
220	M-gal.	Sprinkling	2.00	440.00
All Required		Construct Bridge at Sta. 42+52		2,000.00
2.31	miles	Preparation of Base	250.00	577.50
300	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,050.00
1,500	cu. yds.	Furnishing and Placing Aggregates	5.00	7,500.00
50	tons	Furnishing and Placing MC-2 Asphalt	41.00	2,050.00
130	tons	Furnishing and Placing 150-200 Asphalt	40.00	5,200.00
			Subtotal	$47,940.50
			12½% Engr. & Cont.	5,992.50
			Total	$53,933.00

Type Code X001
Bridge (Sta. 92+11.5 to 92+36.5)

All Required	Construct Bridge at Sta. 92+24		$ 3,000.00
		Subtotal	$ 3,000.00
		12½% Engr. & Cont.	375.00
		Total	$ 3,375.00

Length of Roadway	2.309 miles
Length of Bridge	0.005 mile
Total Length	2.314 miles
Cost per Mile, Roadway	$23,357.73

Federal Access Funds

Preliminary Engineering- -	$ 1,500.00
Roadway- -	53,933.00
Bridge -	3,375.00
	$58,808.00

Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Access
Project No. AD-1

IRRIGON-ORDNANCE DEPOT SECTION OF THE IRRIGON-ORDNANCE DEPOT ACCESS ROAD IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 4, 1952

All Required		Preliminary Engineering		$ 1,500.00

Type Code 5231
Roadway (Sta. 0+10 to 122+25.34)

20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 60.00
21,000	cu. yds.	General Excavation, Unclassified	0.30	6,300.00
1,600	yd. mi.	Truck Haul	0.20	320.00
2.31	miles	Finishing Roadbed and Slopes	500.00	1,155.00
120	lin. ft.	12-inch Concrete Pipe	2.50	300.00
110	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	2.20	242.00
10	cu. yds.	3/8" - 0 Backfill in Drains	6.00	60.00
18	cu. yds.	Class "A" Concrete	70.00	1,260.00
1,800	lbs.	Metal Reinforcement	0.15	270.00
8,300	cu. yds.	4" - 0 Material in Base	1.25	10,375.00
3,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	6,000.00
220	M-gals.	Sprinkling	3.00	660.00
All Required		Construct Bridge at Sta. 92+24		2,600.00
2.31	miles	Preparation of Base	200.00	462.00
300	cu. yds.	3/4" - 0 Material in Binder Course	3.00	900.00
1,500	cu. yds.	Furnishing and Placing Aggregates	4.50	6,750.00
50	tons	Furnishing and Placing MC-2 Asphalt	48.00	2,400.00
130	tons	Furnishing and Placing 150-200 Asphalt	45.00	5,850.00
			Subtotal	$45,964.00
			12½% Engr. & Cont.	5,745.50
			Total	$51,709.50

Type Code X001
Bridge (Sta. 92+11.5 to 92+36.5)

All Required	Construct Bridge at Sta. 92+24		$ 3,500.00
		Subtotal	$ 3,500.00
		12½% Engr. & Cont.	437.50
		Total	$ 3,937.50

Length of Roadway	2.309 miles
Length of Bridge	.005 miles
Total Length	2.314 miles
Cost per mile, Roadway	$22,394.75

Federal Access Funds

Preliminary Engineering	$ 1,500.00
Roadway	51,709.50
Bridge	3,937.50
	$57,147.00

IRRIGON-ORDNANCE DEPOT SECTION

PROJECT NO. AD-1

While negotiations for rights of way are in progress, one parcel has not been acquired nor has the right to occupy and use this parcel been secured but it is now believed that all necessary rights of way can be made fully available within sixteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

April 4, 1952

RECEIVED
OCT 20 1952
FOR FILING

Mrs Lewis 18

AD-1

[illegible]

October 15, 1952

Souls' Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of October 13 addressed to K. C. Dack Construction Company in which you acknowledge receipt from Mr. Dack of a check in the amount of $136.79 in payment of your invoice 15812 for steel furnished on State Highway Contract No. 3712 for grading and surfacing the Irrigon-Ordnance Depot Section of the Irrigon-Ordnance Depot Access Road in Morrow County.

Payment of this claim will be noted in our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Amerata & Schram
440 Mead Building
Portland 4, Oregon

K. C. Dack Construction Co.
P. O. Box 0134
Milton-Freewater, Oregon

RECEIVED
FOR FILING

William

October 13, 1952

NOTED
W. C. WILLIAMS

K. C. Dack Construction Co.
P.O. Box 0134
Milton-Freewater, Oregon

Gentlemen:

Thank you for your check #1053 in payment of our Invoice #13812 for $136.79, and your explanation regarding our original invoice being turned over to the Oregon State Highway Commission.

While the Russell Olson Construction Co. was your subcontractor our contract to furnish the steel F.O.B. jobsite was, of course, with yourselves; so naturally we looked to you for payment, not being aware of any arrangement to the contrary.

Very truly yours,

SCULE' STEEL COMPANY

WTB bpw

W. T. Brownridge

cc: Amerata & Schram
cc: Oregon State Highway Commission

Re - Box Culvert
Irrigon Ordinance Depot Section
Columbia River Highway

(Contract 3712)

October 13, 1952

3712

K. C. Dack Construction Co.
P.O. Box 0134
Milton-Freewater, Oregon

Gentlemen:

Thank you for your check #1053 in payment of our Invoice #15812 for $136.79, and your explanation regarding our original invoice being turned over to the Oregon State Highway Commission.

While the Russell Olson Construction Co. was your subcontractor our contract to furnish the steel F.O.B. jobsite was, of course, with yourselves; so naturally we looked to you for payment, not being aware of any arrangement to the contrary.

Very truly yours,

SOULE' STEEL COMPANY

WTB hpw

W. T. Brownridge

cc: Amorata & Schram
cc: Oregon State Highway Commission

RE - Box Culvert
Umatilla Ordinance Depot Section
Columbia River Highway

RECEIVED
OCT 14 1952
OREGON
STATE HIGHWAY COMMISSION

EIVED

FOR FILING

K. C. DACK CONSTRUCTION CO.

P. O. Box 0134

Milton-Freewater, Oregon

October 10, 1952

Soule' Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Attention: Mr. W. T. Brownridge

Dear Sir:

In reply to your letter of October 3, 1952, it was our impression that Invoice No. 15812 in the amount of $136.79 had been paid by the Subcontractor, Russell Olson Construction Co. who had ordered the steel and according to the bill of lading we have in our files, it was shipped to them. Our only invoice was submitted to the Resident Engineer as per his request. To avoid any further confusion on this matter, we are enclosing a check to cover this invoice.

A letter or statement from you would certainly have avoided correspondence through our bonding company and the Oregon State Highway Commission.

Very truly yours,

K. C. DACK CONSTRUCTION CO.

By Mrs Kenneth C. Dack

cc: Oregon State Highway Commission ✓

cc: Amerata & Schram

RECEIVED
OCT 1[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

AD-1

October 14, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to K. C. Lack Construction Co. on contract No. 3712, for grading and surfacing on the Irrigon-Ordnance Depot Section of the Irrigon-Ordnance Depot Access Road in Morrow County.

This payment, in the amount of $5,742.92, will be made to the contractor on or after October 24, 1952. The retained percentage is $1,423.30.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
OCT [illegible] - 1952
FOR FILING

[illegible]

[illegible]

October 8, 1952

K. C. Dack Construction Co.
P. O. Box 0134
Milton-Freewater
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22,1952, had under discussion your request for an extension of time of 30 days, from August 15 to September 15, 1952, within which to complete your contract No. 3712 for grading and surfacing on the Irrigon-Ordnance Depot Section of the Irrigon-Ordnance Depot Access Road in Morrow County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

EL

cc: E. F. Chidsey,
Division Engineer

John H. Walker,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 25 1952
FOR FILING

AD-1

3712

September 22, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 15, 1952 on Contract No. 3712, Irrigon-Ordnance Depot Access Road Section, in connection with Federal Aid Project No. AD(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: John Cattrall

DBP/sc

8

Form E-1—10M—11-51

AP-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 19, 1952

Section Irrigon - Ordnance Depot

Kind of work Grading & Oil Mat Surfacing

Highway Irrigon-Ordnance Depot Access Road

Section prefix 225-1022

Contractor K.C. Dack

Contract number 3712

Date of contract May 22, 1952

Date of completion ~~[illegible]~~ Aug. 15, 1952

Date work started June 17, 1952

Estimated date of completion Sept. 15, 1952

Amount of contract $50,940.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $47,443.34

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $3,400.00, 81.5%

Date project was completed Sept. 15, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the project Sept. 15 of this week.

Work this week included cleanup and blading and rolling of shoulders and straightening up of shoulders plus brooming of the oil mat.

RECEIVED
SEP 22 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. D. LYTLE

Signed John H. Walker Resident Engineer

Address Boardman, Oregon

NOTED
B. A. MARTIN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.31	2.31		2.31	
Miles partially completed	2.31	2.31		2.31	
Miles completed	2.31	2.31		2.31	
Total estimated quantities	19,000	7,600		1,500	
Estimated quantities moved or placed to date	19,000	7,600		1,500	
Average daily quantities	-	-		-	
Average daily quantities necessary to complete project on time	-	-		-	
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				2	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1........, Rollers ....1......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

State Printing 53382

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1952
FOR FILING

September 10, 1952

Request for extension of time
No. 19
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from E. C. Hack Construction Co. for an extension of time on Contract No. 3712, Irrigon-Ordnance Depot Access Road, from August 15, 1952 to September 15, 1952.

Because of difficulty in right of way acquisition, this contract was not awarded until nearly 30 days after bids were received. This delay did not permit the contractor to finish his grading operations in time to do the oiling by the specified date.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

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AD-1

3712

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1952

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The subcontract between K. C. Dack Construction Co. and the Russell Olson Construction Co., covering Items 8, 9, 11, 12, and 15 to 19, inclusive, on the Irrigon-Ordnance Access Road Contract No. 3712, Ore. AD-1, is approved.

Three copies of the subcontract are being returned for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

RECEIVED
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FOR FILING

[illegible]

[illegible]

September 3, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3712, Irrigon - Ordnance Depot Access Road Section, Ore. AD-1, from August 15th, 1952 to September 15th, 1952.

Because of difficulty in the right of way acquisition, this contract was not awarded until nearly 30 days after bids were received. This delay did not permit the contractor to finish his grading in time to complete the oiling by the specified date.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
JUN 25 1952
FOR FILING

June 20, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 17, 1952 on Contract No. 3712, Irrigon-Ordnance Depot Section, in connection with Federal Aid Project No. AD-1.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/se

RECEIVED
FOR FILING

June 18, 1952

K. C. Dack Construction Co.
P. O. Box 0134
Milton-Freewater, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3712, which was awarded to you on May 22, 1952 by the State Highway Commission, for grading and surfacing on the Irrigon-Ordnance Depot Section of the Irrigon-Ordnance Depot Access Road in Morrow County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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FOR FILING

a.D-1
OFFICE OF SECRETARY

OREGON STATE BOARD OF CONTROL
SALEM

MEMBERS
DOUGLAS MCKAY, GOVERNOR
EARL T. NEWBRY
SECRETARY OF STATE
WALTER J. PEARSON
STATE TREASURER
ROY H. MILLS
SECRETARY

June 13, 1952

Soulé Steel Company
2630 NW St. Helens Road
Portland 10, Oregon

Re: Box Culvert
Irrigon-Ordnance Depot Section
Columbia River Highway

Gentlemen:

We have your letter of the 12th regarding materials that you are selling to the K. C. Dack Construction Company for use on highway work.

Apparently, this letter should have gone to the State Highway Department and we are forwarding it to them. As we have already notified you, a lien cannot be filed on State land and we presume the Highway Department has taken out a Performance Bond offering security to the suppliers of labor and material.

NOTED
W. C. WILLIAMS

Very truly yours,

Roy H. Mills
Secretary

RHM:mh

RECEIVED

RECEIVED

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5155

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

June 12, 1952

[illegible]
BY SECRETARY

Oregon State Board of Control
Salem
Oregon

Subject: Box Culvert
Irrigon-Ordnance Depot Section
Columbia River Highway

Gentlemen:

We have entered into a contract with K.C. Dack Construction Company, Milton Freewater, Oregon, to furnish material as follows:

> Deformed intermediate grade reinforcing steel bars for the Box Culvert, Irrigon-Ordnance Depot Section, Columbia River Highway.

Said K.C. Dack Construction Company has ordered the above as your contractor and we have been informed the above mentioned material is to be shipped from our Portland warehouse and a lien may be claimed.

This notice is sent to you as the owner or reputed owner of the premises upon which said materials are to be used, in compliance with the laws of the State of Oregon, and is not to be construed as a reflection upon your contractor, but is being sent you solely as a matter of record in the normal course of business routine.

Very truly yours,

SOULE' STEEL COMPANY

W T Brownridge
W.T. Brownridge

WTB hm
cc: K.C. Dack Construction Company
Milton Freewater, Oregon

Amerata & Schram
Agents for Glens Falls Insurance Company
Meade Building, Portland, Oregon

NOTED
G.S.PAXSON

REGISTERED MAIL RETURN RECEIPT REQUESTED

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL

RECEIVED
JUL 9 1952
FOR FILING

3712

AGENDA
MAY 28 1952

May 22, 1952

Mr. [illegible] C. [illegible]
Box 3134
Milton-Freewater, Oregon

Dear Mr. [illegible]:

The State Highway Commission on April 22 accepted your proposal for grading and oil mat surfacing and the construction of two timber bridges on the Irrigon-Ordnance Depot Section of the Irrigon-Ordnance Depot Access Road in Morrow County for the sum of $5[illegible],340.[illegible]0, and awarded contract No. 3712 to you subject to approval by the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

md

cc - W. H. Franzwa
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

S.A.
SFC

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6 1952
FOR FILING
OREGON DISTRICT
AD-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 22, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project AD-1, Irrigon-Umatilla Ordnance Depot Road, we hereby concur as of this date in award of contract to K. C. Dack of Milton-Freewater, Oregon, low bidder in the amount of $50,940.50 at the April 22, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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FOR FILING

OA-1

3912

May 22, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested in the award today of contract for grading and oiling on the Irrigon-Ordnance Depot Project, AD-1, to K. C. Dack of Milton-Freewater, Oregon, on the basis of the bid of $50,940.50 submitted by him on April 22, 1952.

All required rights of entry have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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FOR FILING
FORM E-90 25M 1-52 85419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1952

SUBJECT: Irrigon-Ordnance Depot
Access Road

To:

W. C. Williams
Ass't. State Highway Engineer
OFFICE

We have been informed that the County has now acquired all necessary rights of way for this project and that the contract may be awarded.

FORREST COOPER
Right of Way Engineer

By: R. L. Porter
R. L. Porter
Ass't. Right of Way Engineer

RLP:rmw

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Relative Indexed
Under
Irrigon Ordnance Depot
Umatilla Ord. Depot

Indexed
Alphabetically
Richmond, R. W

April 28, 1952

County Court of Morrow County
Court House
Heppner, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Morrow a fully executed maintenance agreement between the State Highway Commission and Morrow County providing for the maintenance of the Irrigon-Ordnance Depot access road after construction by the State at Federal Government expense.

Yours very truly

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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FOR FILING

Files
Under
Irrigon Ordnance Depot
Umatilla Ordnance Depot

Indexed
Alphabetically
Richmond, R.W.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

April 4, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project DA-1, Irrigon-Umatilla Ordnance Depot Access Road, have today been recommended for approval subject to customary regulatory requirements and further subject to such changes as may be required by our Division Office. This is to authorize your advertising for bids.

Please furnish the usual copies of county maintenance and encroachment resolution when available.

Concurrence in award must be withheld pending submission of a statement that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED

Richmond, R. W. Umatilla Ord. Depot

P.O. Box 985
Hermiston, Oregon
February 28, 1952

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

I was very glad to have your letter of February 26 and the comments therein in reply to my letter of February 18.

You somewhat misunderstood my intention in the matter, I believe. The idea of matching funds was advanced by Hal Holmes, Washington State congressman; I only wished to pass it on to you. As the money is available to build access roads by the Department of the Army, I feel this base is entitled to sufficient money to build a proper road. The last Congress allocated 45 million for access roads throughout the nation, with 20 million in immediate contract funds, thus you are placed in the position of deciding how best to use them. I understand you will do the engineering and construction of the road once the funds are made available.

For your personal information I enclose several letters bearing on the subject. In particular I call attention to the letter of Congressman Stockman dated February 8, and my reply dated February 27. This bears out and supports my intentions in the matter. As you can see by the letter to Stockman, I do not appreciate the unethical treatment received at Kaminsky's hands. In addition to all the other things done, one of the trips Harry Freeman and I made to see you was at his request, to enlist your support in the matter.

As you no doubt realize, I, being one who tries to do things on his own, wish to leave no stone unturned in bringing about the success of a project once initiated, and all those other projects mentioned in my letter to Stockman have a supporting role of importance.

Yours very truly,

R. W. Richmond

R. W. Richmond

RWR/b
Enc.

P. O. Box 985
Hermiston, Oregon
February 27, 1952

Honorable Lowell Stockman
House Office Building
Washington, D. C.

Dear Mr. Stockman:

I was very glad to get your nice letter of February 8. In the interim, as at present, I have been undecided how to reply to it.

As to the access road, I dug in from all angles and avenues open to me to bring about its construction at the specific request of Colonel Zoe Kaminsky, former Commanding Officer at the Umatilla Ordnande Depot. He had assured me that he had made formal request for the access funds, as had the former commanders assured all persons who had worked for construction of the road during the past twelve years. Now, from you members of Congress come letters directed to Senator Magnuson and signed by T. A. Young, Department of the Army, and another to you signed by Thomas H. McDonald, Commissioner of Public Roads, dated October 24, 1951, and November 5, 1951, respectively, to the effect that there are no requests on file supporting the need for this road notwithstanding all the verbal assurances that many requests had been made by all the commanding officers involved.

On February 25 I met with Colonel Frank Eccles, Commanding Officer now at the Umatilla Ordnance Depot, and while I was there he delved into the U. O. D. base records, also called the top men who had been there since the base was started to verify those letter from Washington by Young and McDonald to the effect that no such requests ever had been made. A copy of my letter to Colonel Eccles is enclosed for your information.

If it is ethical for you to do so, I ask that you Congressional members request Colonel Eccles to make this necessary though belated formal request. Then, after its filing, follow up with a request that funds be released for construction of this badly needed road.

I have had assurances from the Walla Walla Union Bulletin, the Walla Walla Chamber of Commerce and the Union Pacific Railroad (through its traffic agent, J. H. Cunningham) of their continued support of both the access road and the Cold Springs Irrigation Project.

The subject Project I wish very much to have brought under irrigation by the spring of 1954, and in order for this to be done a final and complete survey must be made both for the Reclamation Bureau and for the information of the Bonneville Power Administration. Both state they will need exact, definite figures for power for the pumps, also for the power that is to be used at our townsite. We can give a close estimate of the amount of power needed at the townsite within a six or eight months' period. Ross Richmond of BPA has stated that BPA contemplates building a high voltage line from McNary Dam to Walla Walla and that they can tap by transformer providing the power line is installed in time.

The Corps of Engineers has reclassified my site with 2640 feet east of my site and 1000 feet west and set it aside as an industrial frontage on the lake. I look on this as an important step in the right direction for my project and I believe that more concessions will be made by them as my plans unfold to the extent that I may divulge them.

Any effort expended as well as any moneys made available for surveys and construction of the above subject projects, namely roads, power lines and irrigation, and will be heartily appreciated by everyone in the area as there will be a real need for employment once the peak of construction of the dam is reached and begins to slack off, and when activity at the Umatilla Ordnance Depot lessens to the point of peacetime operation.

I appreciate very much your deep interest indicated in your letter of February 8.

Yours very truly,

R. W. Richmond

RWR/b
Enc.

RECEIVED
1952
FOR FILING

Indexed
Alphabetically

Relative Indexed
Under

AB-1

3112

February 26, 1952

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

In response to your communication of February 18, please be advised that the Highway Department cannot designate the proposed diagonal highway from Hermiston to the Ordnance Depot as an alternate route on the Columbia Highway System. It will have to stand on its own merits as an access road to the Ordnance Depot. As I have told you many times, we cannot sponsor it as a state highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

RECEIVED
FOR FILING
FORM 2-BOX 25M 11-50 44702

Indexed
Alphabetically

[illegible]

Filed
Under
Irrigon - Ordnance Depot
Umatilla Ord. Depot

Ah-1

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1952

SUBJECT:

To:
Mr. E. G. Bickmore
Ass't. Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Reference is made to the Authority for Survey for the Irrigon - Ordnance Depot Section of the Morrow County Road, which was assigned Prefix 225-1426.

Since this is an access road project and all funds are to be paid by the Government, Mr. Probert has requested that we set up the Prefix 225-1022 for use both for the survey and for the construction work which will follow.

Please correct your copy of the order accordingly, and notify the resident engineer in charge.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sn

cc General Files - for your information

P. O. Box 985
Hermiston, Oregon

February 18, 1952

Mr. R. H. Baldock, Chief Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

On December 21, 1951, in company with Mr. Freeman, I had occasion to visit with Congressman Hal Holmes in Ellensburg, at which time we discussed various matters relatimg to our proposed town site. During this meetimg we touched on the subject of funds for an access road from Hermiston to the Umatilla Ordnance Depot, which subject we discussed with you and your assistants last Fall.

We gathered that Mr. Holmes is of the opinion that if this proposed diagonal highway connection is recommended by the Commanding Officer at the Ordnance Depot and if the Highway Department designated the proposed link as a dual purpose highway and as an alternate route on the Columbia Highway System, the project should be eligible for Federal matching funds. We will appreciate very much any advice or assistance you may give us on this matter.

When we visited with you last Fall you indicated an interest in any action taken or progress made on the proposed Cold Springs irrigation project. According to my information, there has been much activity in the Bureau of Reclamation and it is probable the project will get under way by 1956. However, we believe it would be much more desirable to have their program stepped up in order to get the irrigation project assured by the time McNary Dam is in operation. This, of course, may not be possible because of the present national emergency. Some day we hope it will be possible to have a coordinated public works program for the Cold Springs region with each project properly timed with respect to the others. For example, a re-alignment of Route 395 south from Cold Springs in advance of the irrigation project would be logical.

Be assured we appreciate your opinions and cooperation.

Sincerely yours

R. W. Richmond

R. W. Richmond

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FEB 25 1952
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STATE H[illegible]SSION

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FOR FILING
FORM K-30X 25M 11-50 44702

Indexed
Alphabetically
Richmond, R.W.

Relative Indexed
Under
Irrigon - Ordnance Dept
Umatilla Ordnance Dept

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1952

SUBJECT:

To: Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Confirming my conversation with you yesterday relative to making the survey for the Bureau of Public Roads at Irrigon, I wish to state:

1. All of the money we have available for this job is $52,000.00, which must include the preliminary survey and final construction, and which will probably be let by our department so that you should make up plans and specifications as usual. The County has promised to buy all necessary rights of way. I am sending herewith the report and map of this project; the line to be surveyed is marked as No. 3.

2. The width of the oil or asphaltic concrete should be made 20' with 2' crushed gravel shoulders. The thickness of the oil mat or asphaltic concrete should be 2"; probably you could make a B-2 in case you decided on the oil mat. The widths given are the top of the road. Total width 24'

3. There will be two bridges across irrigation canals and I suggest that you let the Bridge Department design these. They have, to some extent, discussed a slab deck.

Very truly yours,

H. G. Smith
Construction Engineer

By K.D. Lytle

K. D. Lytle
Ass't. Construction Engineer

KDL:sh

Encls.

cc R. H. Baldock
Bureau of Public Roads

File

RECEIVED
FORM E-1232 25M 11-51
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 11, 1952

Mr. C. G. Polk
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Mr. Polk:

Relative to construction of an access road from the Umatilla Ordnance Depot to a connection with Federal-aid Route 18 in Irrigon, please be advised that the State Highway Department is prepared to make the necessary survey, prepare plans and specifications, and supervise construction of the project, providing that such is entirely without cost to the State of Oregon.

I understand that the location survey work will be very nominal, as the present roadway is to be utilized and improvement will consist of minor widening, with crushed rock or gravel surfacing and a medium-type oil mat wearing surfacing.

Our ability to do this work is contingent upon the work being started immediately, as we have engineering personnel available now but this may not be the case at a later date.

With your concurrence we will start survey work on this project on or about February 18.

Very truly yours,

NOTED
H. W. LIBBY

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

LOWELL STOCKMAN
Member of Congress
Oregon

Committee:
APPROPRIATIONS

C
O
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CONGRESS OF THE UNITED STATES
House of Representatives
Washington, D. C.

February 8, 1952

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

I make reference to our previous correspondence with respect to having the Bureau of Reclamation make an investigation concerning the Cold Springs Project to enclose herewith letter to me from the Acting Commissioner of the Bureau, which again indicates that the Bureau does not plan to go forward with this investigation until at least 1956.

I feel that if that area could be developed, it would make a contribution to the defense effort, and I will be glad to continue to keep in contact with the Bureau and stress this fact to the officials in the Bureau. I believe it would also be well for you to furnish the Oregon Senators with a copy of letters you have had from the Bureau and ask the assistance of the Senators in an effort to expedite the beginning of the investigation for the project.

I have again contacted the Bureau of Public Roads with respect to the access road you are interested in from a point at the South entrance of the Umatilla Ordnance Depot going Northeastward to Hermiston. The Bureau advises me they still have no record here of a survey for this road having been requested by the Commanding Officer of the Ordnance Depot, and as you know the proper procedure is for the Commanding Officer to make a written request to the Division Engineer for an access road investigation if he wishes to have such a road. The Bureau of Public Roads states that they have certified a road to run straight north from the Umatilla Ordnance Depot, but as stated above they do not have a request for the access road you have in mind. If there is anything further I can do in this connection, I shall be glad to have you advise me.

With all best wishes to you, I am

Sincerely yours,

/s/ LOWELL STOCKMAN

LOWELL STOCKMAN, M. C.

LS:mbj
Enclosure

COPY

In Reply Refer to

730

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Regional Office, Region I
Box 937, Boise, Idaho

January 11, 1952

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

We are particularly appreciative of your continued efforts toward the development of the Cold Springs area, as illustrated by the activities outlined in your letter of December 22. It is a prerequisite that publid interest be shown in a potential development before the Bureau of Reclamation will investigate such a possibility. Your efforts are adding materially in bringing to the surface such public expression in regard to the development of the Cold Springs area.

However, we must repeat the information in our letter to you of December 6. Our current program does not include the initiation of an investigation of the Cold Springs Project until 1956 at the earliest. As you probably know, in these times of international stress, our investigations are scheduled by measuring the individual projects by certain criteria. Before we schedule an investigation it must meet one or more of the following standards:

1. The project is warranted in the National defense,

2. The investigation is nearing completion, and

3. The investigation is well underway and has good local interest and support.

In addition, present Bureau policy precludes the initiation of investigations on new projects; that is, projects which have not already been in the investigations program during recent years.

As you can note from the above, we could not justify including an investigation of the Cold Springs Project in our program without expanding our criteria for such programming. In this regard, we are advising the Commissioner of the public interest currently being displayed in the development of the Cold Springs Project.

Several years ago, we did schedule some aerial mapping work on the Cold Springs area which would have aided materially in a detailed investigation of the project. Unfortunately, however, because of the existence of criteria similar to those noted above, we were denied any funds for a start on a new project investigation at that time.

Again, let me congratulate you on your fine spirit and for your efforts towards securing effective development of this region's natural resources.

Sincerely yours,

(Sgd.) H. T. Nelson
Regional Director

RECEIVED
JAN 7 1952
FOR FILING

[illegible]

[illegible]

January 4, 1952

Honorable James H. Sturgis
County Judge of Umatilla County
Pendleton, Oregon

Dear Judge Sturgis:

I am enclosing a copy of a letter dated January 2, 1952 from Mr. C. G. Polk, District Engineer, Bureau of Public Roads, regarding the status of the proposed military access project on the Irrigon-Ordnance Depot road in Morrow County.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

hi

RECEIVED
JAN 7 1952
FOR FILING

ak

January 4, 1952

Honorable Garnet Barratt
County Judge of Morrow County
Heppner, Oregon

Dear Judge Barratt:

I am enclosing a copy of a letter dated January 2, 1952 from Mr. C. G. Polk, District Engineer, Bureau of Public Roads, regarding the status of the proposed military access project on the Irrigon-Ordnance Depot road in Morrow County.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

hi

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

January 2, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of December 3, 1951, to which was attached copies of correspondence from Judge Barratt and Judge Sturgis of Morrow and Umatilla Counties respectively, inquired as to the status of the proposed military access project on the Irrigon-Ordnance Depot road in Morrow County.

Recent inquiry discloses that field reports of the Department of Defense have not indicated urgency for this project, and accordingly it has not yet received consideration in view of many other more urgent requests.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 3 1952
OREGON
STATE HIGHWAY COMMISSION

C O P Y

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Reclamation
Regional Office, Region 1
Box 937, Boise, Idaho

Dec 6 1951

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

A reply to your letter of October 27 has been delayed to permit full consideration of the matters raised therein by our Project Planning division.

We do not have any particular form of formal application, as anticipated in your letter, in regard to instituting investigation and construction of reclamation projects. Evident and continued public interest in a potential project is, of course, a prerequisite in the final determination by the Bureau to investigate a given project.

A curtailment of funds has forced us to reduce our investigation program. Consequently, in our current program we do not plan to investigate the Cold Springs Project until possibly 1955 or 1956. The Cold Springs Project, as presently visualized, would utilize a pump lift of approximately 700 feet from the 340-foot pool elevation of McNary Reservoir to elevation 1040 feet. Any figure that we could give you in regard to the cost of the ultimate development of this project would be at most only a rough estimate. In a report prepared by the Bureau of Reclamation and the Corps of Engineers in December 1949, on data on projects in the coordinated, comprehensive plan of development for the Columbia River Basin, the estimated construction cost of the Cold Springs Project in terms of 1949 dollars, was $12,400,000.

An alternative possibility for developing the Cold Springs area would be through the pumping and use of available ground-water supplies. A thorough study of ground-water conditions would necessarily precede any conclusion on that type of an irrigation water supply. In this vein, we noted with interest that you have had considerable success with a 5[illegible]5-foot well. Perhaps you could give us more detailed and factual data in regard to this well than appeared in the newspaper article enclosed with your letter.

We know of no other federal department which has funds which could be made available to this project. The Bureau of Reclamation does have a "Reclamation Fund", but this fund requires Congressional appropriation prior to its use the same as any other public moneys.

Under current Reclamation Law, when an investigation is undertaken at the specific request of a state, municipality, or other interest, the requesting group must advance at least one-half the cost of the investigation. This provision appears applicable if our normal schedule is altered. A rough estimate of the pumping power requirement, based on 36,700 acres with an annual per-acre water requirement of from 4 to 5 acre-feet and a maximum water requirement in July of 1-1/4 acre-feet, would establish a maximum power demand of 52,000 kilowatts in July and an annual energy requirement of 155,000,000 kilowatt-hours. In order to refine these figures, the Bureau would have to make a rather detailed investigation of the project. Present funds available to us will not permit a detailed project investigation to be started at this time, but you may be assured that the work will be undertaken as soon as other investigations that have been underway in Oregon for time are completed.

We appreciate the task facing you and regret that present conditions preclude an earlier start of our contemplated investigation of the Cold Springs Project. We share your enthusiasm concerning the future of that area and I wish to congratulate you for the accomplishments you have made on your own initiative.

We will be interested to hear more from you in regard to the development of your project, and I have asked our Project Planning Engineer at Walla Walla to keep in touch with you.

Sincerely yours,

/s/ H. T. NELSON

H. T. Nelson
Regional Director

P. O. Box 985
Hermiston, Oregon
November 16, 1951

Honorable Hal Holmes
House of Representatives
Washington 25, D. C.

Dear Hal:

I was very sorry to have been unable to keep the appointment you so graciously arranged for me at Kennewick last week but because it came almost immediately after Charley Powell notified me it was impossible for the men from Portland to meet the time schedule. The man I wanted most to have you meet could not come because of previously arranged appointments. I wanted us to get together at Kennewick so Charley could sit in the meeting with us for he will play an increasingly important part as time goes on and our plan unfolds.

Would you think it possible that a meeting could be held in Yakima or Ellensburg sometime after November 26, before you leave for the East again? I hope to have our plans briefly outlined and mailed to you beforehand so you may part at least of the points we wish to cover.

I enjoyed very much your speech at Richland and feel sure the people will be re-electing you for another term. It is beyond me to understand why the public can continue to put into office and continue to maintain there in the majority men who never have their feet on the ground. Surely was glad to have Churchill back.

Another point - I wish to have a survey made of the power needed for the Cold Springs Irrigation Project just south of my proposed development. This will need to be made by the Bureau of Reclamation. An oversize cable and transformer service will be required as far as my townsite, with a smaller size on upriver to the pumps for the project.

Undoubtedly there is a revolving fund in the Department of Interior from which this survey could be financed. If this is so, I wish to know to which department this fund is allocated so proper application can be made for its use in the survey.

All this to the point that I solicit your assistance in helping to bring about the construction of this power line as well as the irrigation project covering 47,000 to 50,000 acres.

I shall look forward to meeting with you before you go East again.

Yours very truly,

R. W. Richmond

RWR/b
cc - Holmes, Ellensburg, Wash.

P. O. Box 985
Hermiston, Oregon
November 16, 1951

Honorable Lowell Stockman
House of Representatives
Washington, D. C.

Dear Mr. Stockman:

To further the building of my proposed town at Cold Springs Junction I wish to have a survey made of the power needed for the pumps at Juniper Canyon to irrigate the Cold Springs project. There will need to be a larger transformer and cable service as far as our town, with proper allowance for the power needed from my site to the pumps. Such a survey needs to be made in order to have intelligent over-all planning.

Undoubtedly there is a revolving fund set up in Washington that would be available for this survey. I wish to ask that you assist in every way possible to bring this survey about for it is needed immediately for the proper completion of our plans.

I ask your support and assistance in bringing about this survey as early as possible.

Yours very truly,

R. W. Richmond

RWR/b

P. O. Box 985
Hermiston, Oregon

November 9, 1951

Harry M. Hawkins, President
Commonwealth, Inc.
Equitable Building
421 S. W. Sixth Avenue
Portland 4, Oregon

Dear Mr. Hawkins:

Enclosed herewith are copies of letters from Lowell Stockman, Warren Magnuson, and Hal Holmes. There is also a copy of my letter to Lowell Stockman and to Col. Kaminsky. You will note from the letters from the Congressmen that there is now a possibility of available money for construction of the proposed access road from Umatilla Ordnance Depot diagonally to the Northeast to connect with State Route 207 which joins with U. S. Highway 395 and 730 in the vicinity of Cold Springs Junction.

This proposed diagonal link will serve a dual purpose in that it will not only be an access road for the Ordnance Depot but it will also create an alternate route for that stretch of U. S. Highway 730 between Boardman and Cold Springs. This proposed link, of course, ties in by State Route 207 which follows Butter Creek towards Central Oregon and which is located through an extensive reclamation area to be developed.

I hope you will present your points of view on the proposed access road to Governor McKay, Mr. Baldock, and our Congressmen, or others whom you may include in the list. I am enclosing a list of Senators and Representatives of Washington and Oregon. Your help and cooperation in this matter is greatly appreciated.

Very truly yours,

R. W. Richmond

R. W. Richmond

Encl.

(Enclosures previously forwarded)

C
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DEPARTMENT OF THE ARMY
Office of the Chief of the Legislative
Branch
Washington 25, D. C.

October 24, 1951

Dear Mr. Richmond:

Will let you know when
I get more information
on this. Best wishes. W. G. M.

WARREN G. MAGNUSON, U.S.S.

Honorable Warren G. Magnuson

United States Senate

Dear Senator Magnuson:

Permit me to make reference to your communication of October 22nd, inclosing a letter from Mr. R. W. Richmond, Hermiston, Oregon, concerning the possibility of the Army's construction of an access road to the Umatilla Ordnance Depot, Oregon.

I am presently having this matter looked into and immediately upon receipt of the desired information, I shall be happy to communicate further with you.

Sincerely yours,

/s/ T. A. YOUNG

T. A. Young
Deputy Chief for
Personnel and Administration

RECEIVED
FOR FILING

P. O. Box 985
Hermiston, Oregon

October 20, 1951

R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock:

Your letter of October 15 is greatly appreciated. My thoughts on the capacity of the proposed access road from the Umatilla Ordnance Depot towards the Hermiston area are, of course, based on its future need. I agree with you that a two-lane capacity is certainly adequate for the present, but I believe you will find that a greater capacity should be anticipated in any right of way acquisition. These technical matters will, of course, be determined as a matter of highway planning. Our opinion, however, is based on various facts which have come to my attention. For example, Col. Kaminsky tells me that the Ordnance Depot will be doubled in capacity and, in addition, it is possible that some 50,000 people will be settled in this general area in the next 10 years, and perhaps double that amount in 20 years.

Senator Wayne Morse informed me on October 8 that funds will be available for expansion of the Ordnance facility, including the access road. I expect personally to exert myself to the utmost in helping to bring about this proposed improvement which will form an important link in the state highway system in this part of the state.

I should add that Col. Kaminsky asks that 300 new homes be started by December 1, 1951, saying that many more will be needed later. After construction of dwellings starts at our town site there will be a substantial increase in the traffic load. I am a firm believer in the "limited-access" type of highway and I hope that we will be able to have an example of that type of trafficway in this vicinity.

I have always greatly admired your personal ability and the accomplishments of your department, and will give you full support for whatever recommendations you will make in regard to our proposal. I can assure you that we have the finest support for the proposed access road and I know that, if we all work together, it can be accomplished.

Please be assured that your aid and cooperation in this matter will be greatly appreciated.

Very truly yours,

R. W. Richmond
R. W. Richmond

RECEIVED
OCT 23 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

October 15, 1951

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

I cannot agree with you that a four-lane highway is needed from the Umatilla Ordnance Depot to the Hermiston-Umatilla housing projects. A good two-lane highway would suffice.

It is impossible for me to give any estimate of cost of the road without making a careful reconnaissance study.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams

C
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Department of Commerce
BUREAU OF PUBLIC ROADS
Washington 25

In Your Reply Please
Refer to File No. H-1

October 12, 1951

Dear Mr. Richmond:

For your information.
Best wishes.

/s/ WGM

WARREN G. MAGNUSON, U. S. S.

Honorable Warren G. Magnuson

United States Senate

Dear Senator Magnuson:

Reference is made to your letter of October 4 and the attached letter from Mr. R. W. Richmond, dated October 1, 1951, concerning an access road from a proposed housing development to the Umatilla Ordnance Depot, Oregon.

We would be glad to investigate the access-road requirements to this development. Our District Engineers are authorized to do so upon receipt of a request from Commanding Officers.

Copies of this correspondence are being made available to the District Engineer in Oregon so that he will be advised of your interest. Mr. Richmond's letter is being returned for your files.

Very truly yours,

/s/ THOS. H. MacDONALD

Commissioner of Public Roads

Enclosure

P. O. Box 985
Hermiston, Oregon
October 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Umatilla Ordnance Access Highway

Dear Mr. Baldock:

I have had a very favorable report from the congressmen and senators from the two states, Washington and Oregon, and in particular from Hal Holmes, Senator Magnuson and Harry Cain from Washington state and a very good letter from Lowell Stockman, who was most cooperative and helpful.

I firmly believe the necessary money will be made available in the near future and in the next paragraph I will outline the request I make which meets with Lt. Col. J. [illegible]'s wholehearted support.

Request as follows: There will need to be an overpass on the Union Pacific R.R. at the Ordnance Depot, a bridge over the Umatilla river and an underpass and interchange at the junction south of Hermiston where the access road crosses the railroad and the highway paralleling it.

I ask that you stay by me in the request for this four-lane super highway, two lanes in either direction. This will fit in with the requests I make and that which the Colonel will make to back me up. I wish you would in some way give me an estimate of the cost of this road.

I wish you to bear in mind, as soon as my project is complete as to plan and we start construction immediately thereafter, we will ask that the road from Hermiston be extended to the junction of Highway 395 for which you may wish to request funds in your original negotiations with the federal government.

I am sending you a copy of a letter and a resolution to the local chamber which has not been favorably passe on as yet. I anticipate sending similar letters to other chambers of commerce, county planning commission boards, etc. in the affected area. Also enclosed are copies of letters I've received from Washington.

I wish to thank you for your past support and feel sure your action in the subject matter will be in the best interest of the State. The local district and I can't fail to be affected favorably thereby.

Yours very sincerely,

R. W. Richmond

RWR:cbg

Kenneth McKellar, Tenn., Chairman
Carl Hayden, Ariz.
Richard B. Russell, Ga.
Pat McCarran, Nev.
Joseph C. O'Mahoney, Wyo.
Dennis Chavez, N. Mex.
Burnet R. Maybank, S. C.
Allen J. Ellender, La.
Lister Hill, Ala.
Harley M. Kilgore, W. Va.
John L. McClellan, Ark.
A. Willis Robertson, Va.

Styles Bridges, N. H.
Homer Ferguson, Mich.
Kenneth S. Wherry, Nebr.
Guy Cordon, Oreg.
Leverett Saltonstall, Mass.
Milton R. Young, N. Dak.
William F. Knowland, Calif.
Edward J. Thye, Minn.
Zales N. Ecton, Mont.

Everard H. Smith, Clerk
Cecil H. Tolbert, Asst. Clerk

COPY

UNITED STATES SENATE
Committee on Appropriations

October 9, 1951

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

The Senate yesterday passed and sent to the President a bill authorizing the appropriation of $45,000,000 for construction of access roads. Under the terms of the bill, the sum of $20,000,000 will be available for contract immediately upon the passage of the Act. Copy of the bill as it was sent to the President together with a committee explanation is attached for your information as I believe it is the answer to your request of October 1st.

To obtain certification as to defense needs for road construction, I am advised it is necessary for the Commanding Officer of the installation to write either to the Public Roads District Engineer, or to his Command Headquarters if he has been so instructed, requesting that investigation be made to determine whether the defense need for such access road is sufficient to warrant certification of the project. If the Commissioner of Public Roads concurs, the District Engineer's recommendations are submitted to the Secretary of Defense for certification.

Hoping that this information will be of assistance to you, I am

Sincerely,

/s/ GUY CORDON

GC:J
Enclosure

CONGRESS OF THE UNITED STATES
House of Representatives
Washington, D. C.
October 5, 1951

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

Your letter has been received, and I was much interested in the activities concerning Umatilla Ordnance Depot.

At the present time, there is in Conference Committee, a bill H.R. 4740, which carries a provision for funds for access roads. As it passed the House, it had an appropriation of one million dollars, and this was raised in the Senate to three million dollars, which was the amount requested by the Bureau of the Budget for access roads.

You will be interested in knowing that this week in the House H.R. 5504 was passed which raises the authorization for access roads of ten million to forty-five million, carrying a twenty million contract authority. This was passed by the Senate last week in a similar bill.

Public Roads Administration states that all present funds for access roads are committed, but the above should be of assistance, in consideration of necessary additional roads.

I assume that Colonel Kaminsky has alreadyput in a request with the Division Engineer concerning the needed access road, and also that he has taken the matter up with Washington Headquarters.

You may be assured of my continued interest and cooperation.

With all best wishes, I am

Sincerely yours,

Lowell Stockman, M.C.
LS:jb

Committee:
APPROPRIATIONS

LOWELL STOCKMAN
Member of Congress
Oregon

C
O
P
Y

CONGRESS OF THE UNITED STATES
House of Representatives
Washington, D. C.

October 5, 1951

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

Your letter has been received, and I was much interested in the activities concerning Umatilla Ordnance Depot.

At the present time, there is in Conference Committee, a bill H. R. 4740, which carries a provision for funds for access roads. As it passed the House, it had an appropriation of one million dollars, and this was raised in the Senate to three million dollars, which was the amount requested by the Bureau of the Budget for access roads.

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I assume that Colonel Kaminsky has already put in a request with the Division Engineer concerning the needed access road, and also that he has taken the matter up with Washington Headquarters.

You may be assured of my contimued interest and cooperation.

With all best wishes, I am

Sincerely yours,

/s/ LOWELL STOCKMAN

LOWELL STOCKMAN, M.C.
LS:jb

UNITED STATES SENATE

Committee on Interstate and Foreign Commerce

October 4, 1951

Mr. R. W. Richmond
P. O. Box 985
Hermiston, Oregon

Dear Mr. Richmond:

Thank you for your letter of October 1st with reference to your desire to secure an access highway to your proposed townsite.

I will be glad to bring this matter to the attention of the Bureau of Public Roads and will advise you just as soon as I receive a formal response.

Best wishes.

Sincerely,

WARREN G. MAGNUSON, U.S.S.

m.c.

Congress of the United States

House of Representatives

Washington, D. C.

October 4, 1951

Dear Mr. Richmond:

Your letter of October 1 relative to the need for an access road at Hermiston was just received.

You will be interested to know that the House Public Works Committee has just reported legislation to increase the amount available for the construction of access roads certified as essential to the National Defense. I believe this legislation when enacted will cover the type of road which you have in mind.

I assume you have written to Mr. Stockman, in whose District this area is located. At the first opportunity I will discuss it with him and cooperate in any way I can.

Kindest regards.

Very truly yours,

HAL HOLMES, M. C.

Mr. R. W. Richmond
Post Office Box 985
Hermiston, Oregon

P. O. Box 985
Hermiston, Oregon
October 4, 1951

Hermiston Chamber of Commerce
Hermiston, Oregon

Gentlemen:

I am bringing pressure to bear on all interested departments of our government to build a four-lane access road from the diagonal road at the east end of Main street southwestward to a point at the south entrance to the Umatilla Ordnance Depot.

There will need to be an overpass on the Union Pacific railroad at the Ordnance Depot, a bridge over the Umatilla river and an underpass and interchange at the junction south of Hermiston where the access road crosses the railroad and the highway paralleling it.

I ask that you pass a resolution recommending to all departments being contacted that this road be expedited in every way possible. The resolution to be passed on is drawn up and submitted in line with our recommendations so as to dovetail with our past as well as our future actions in the matter.

Yours truly,

R. W. Richmond

RWR:obg

P. S. To inform you of my action up to now....on Friday, Sept. 28th, I, in company with Mr. Harry L. Freeman, had a meeting with Mr. R. H. Baldock. He assured me his wholehearted support in my effort. Prior to that we met with Lt. Col. J. Kaminsky and have his support. After your action, I will take immediate action to bring about its construction.

RWR

RESOLUTION ON PROPOSAL TO BUILD AN ACCESS HIGHWAY BETWEEN THE UMATILLA ORDNANCE DEPOT AND HERMISTON, OREGON

The Hermiston Chamber of Commerce has learned of transportation and housing problems of civilian employees of the Umatilla Ordnance Depot and the resulting difficulties in maintaining adequate personnel and in obtaining additional personnel for the operation of the base.

At present many civilian employees live in a variety of substandard and make-shift dwellings and some employees drive from forty to seventy-five miles per day to and from their work. Employee loss and turnover is now high and as winter approaches this loss will increase among these employees, particularly in make-shift dwellings.

Lt. Col. J. Kaminsky, commanding officer of the Ordnance Depot, has given his personal attention and study toward a solution of his problem. Mr. R. W. Richmond and his city planning consultant, Harry D. Freeman, have also studied the problem.

The Board of Directors of the Hermiston Chamber of Commerce have also investigated the proposal and find that an access road as described, between the Ordnance Depot and Hermiston, to connect with existing highways at that point, will save travel time and mileage for employees. It is the studied opinion of the Board of Directors that the proposed access road will also stimulate the production of additional permanent housing in the vicinity...of which there is an acute need. The continued satisfactory operation of the Ordnance Depot is dependent upon good additional housing.

Therefore, be it unanimously resolved that the Hermiston Chamber of Commerce approve the proposed access road between the Ordnance Depot and Hermiston and that all efforts be directed toward construction of this project.

Passed____________________1951

____
Secretary

RECEIVED
OCT 1951
FOR FILING

Suggested reply to R. W. Richmond by the Honorable Douglas McKay, Governor of Oregon:

Mr. R. W. Richmond
P. O. Box 335
Hermiston, Oregon

Dear Mr. Richmond:

I have carefully read your letter of October 2, and, while I know very little about your plans, please be assured that if Lt. Col. Kaminsky of the Umatilla Ordnance Depot seeks an access road from your housing project to the Ordnance Depot and deems it essential to the defense effort, I will be glad to support him to secure the Federal funds to that end.

NOTED
State Highway Engineer

October 4, 1951

Mr. Baldock:

This is the letter from Mr. Richmond about which I called you. I know the Governor will appreciate a memorandum from you on this matter.

Leolyn Barnet

R. W. Richmond

RWR/cbg

C
O
P
Y

P. O. Box 985
Hermiston, Oregon
October 2, 1951

The Honorable Douglas W. McKay
Salem, Oregon

Dear Governor McKay:

I have talked with Lt. Col. Kaminsky of the Umatilla Ordnance Depot and he is in dire need of housing to carry out the successful operation of the base. This is of interest to all of us from every state in the nation, and of particular interest to our west coast.

I propose to do all I can to arrange for housing at my newly announced city, to be located nine miles N.E. of Hermiston, in which the colonel is very much interested from a housing standpoint.

In order to do this I propose to ask that an access road be built--four lanes--from the south entrance of the Ordnance Depot eastward along the south boundary, thence diagonally to the northeast to a point just south of the main business area of Hermiston, where it will join up with the diagonal road at the east end of Main street in the city of Hermiston. This will be the most direct route to my proposed development.

I wish to ask that you support me in this move. I will personally carry the activities to bring about its construction. I will leave no stone unturned in my effort and wish to feel free to ask for your support, and all support and assistance possible from the State Highway Department.

I feel if we all work to that end we can build an empire among the best here on the shores of the Columbia.

Lt. Col. Kaminsky has informed me he has three high-grade engineers he will place at my disposal to help in drawing any necessary preliminaty estimates of cost for the project.

I have in company with Mr. Harry D. Freeman, consulting city planner, met and discussed our plans with Mr. R. H. Baldock who was very cooperative and it is our plan and wish to ask for federal funds to put in this access highway in its entirety.

Your understanding and appreciation of the far reaching effect on this community and surrounding area in the years to come is respectfully requested. Your favorable action in the matter will be most commendable.

Sincerely yours,

/s/ R. W. Richmond

R. W. Richmond

RWR/cbg

Mr. Baldock – This proposal was prepared by Mr. K. W. Freeman his and by own discussions as to our overall plan
R.W.R.

RECEIVED
1 - 1951
FOR FILING

Indexed
Alphabetically

Richmond, R. W

P. O. Box 985
Hermiston, Oregon

October 2, 1951

Corps of Engineers
United States Army
Walla Walla, Washington

Re: Public Hearing on Master Plan -
Land Use Map for McNary Reservoir

Gentlemen:

On the occasion of the public hearing on the master plan for public use development of McNary Reservoir we present the following:

As you have previously been informed, we contemplate the full development of a town site in the vicinity of Cold Springs Junction, Oregon. The one controling factor in the selection of this area for the site of the new town is that the project would be located at the most desirable harbor space on the Columbia River, east of Portland. Our town planning studies logically take into consideration the possible full use of the harbor area and development of a substantial industrial area adjacent thereto. Concurrently with the planning phase of our work, we are negotiating for the placement of industries in this area in accordance with our town planning studies. You are aware that we have a pilot plant for manufacturing farm machinery on the site and that we have drilled a well in order that we may know about the quality of well water as well as river water. The areas we have planned for industrial use in our town development plan, adjoining the harbor area, are entirely logical with respect to the general plan of the city, and this area is properly related to rail and highway transportation as well as to the water facility. It is our belief that it would be logical at this time for you to amend your preliminary land use map of the master plan by extending your presently indicated industrial area in a westerly direction to a point about 1/2 mile west of the northwesterly corner of Section 13, T5N, R29E. Such westerly extension of your designated industrial area would place the harbor area in what we believe to be its logical classification and, at the same time, much of the recreational activity contemplated in your master plan could also take place in this area. In connection with the latter, we refer specifically to the establishment of yacht clubs and marinas for public or private groups.

At this time we wish to recite that McNary Dam is a multiple-purpose dam, and it is our desire, in the development of the new town, to make all possible use of its navigation facilities as well as its other uses, and we believe our effort to establish a new city, designed in a contemporary manner, to be the first effort of its kind in furtherance of the original concept of a comprehensive plan for distribution of industry and population in the future Columbia Basin.

May we state further that the general plan for our town development will be designed and developed in a manner to take full advantage of all recreational possibilities of the area; for example, the lake behind McNary Dam will possess recreational qualities of great value, and in planning the new town, we are anticipating the recreational needs locally as well as in the region.

Be assured that we shall strive to make a substantial contribution in planning and building of a contemporary city in the spirit of the original

Columbia Basin concept. In carrying out our ideal we earnestly request your helpful cooperation and advice which we will need from time to time. Please be assured that we will deeply appreciate an amendment to the master plan as described above in order that our plans may be properly keyed with yours for the McNary Reservoir area.

Respectfully submitted,

R. W. Richmond

P. O. Box 985
Hermiston, Oregon
October 2, 1951

Lt. Col. J. Kaminsky
Umatilla Ordnance Depot
Ordnance, Oregon

Dear Col. Kaminsky:

Following our discussion of last Saturday I have written to Governor McKay of Oregon and to members of Congress from Oregon and Washington explaining 1) the need for an access road from the Umatilla Ordnance Depot extending diagonally to the northeast to Hermiston and to connections with existing highways, and 2) an explanation of the present housing shortage as it affects your civilian employees. I shall keep you informed of the replies to my letters.

We are of the opinion that the cost of the diagonal highway, about five miles in length and to accommodate two moving traffic lanes in each direction, should be estimated at about $100,000 per mile, plus cost of bridges, traffic interchanges and the like, which might total about $1¼ million.

It would be well to have your own engineer's opinion on the amount to ask for in the appropriation, as a check on our opinion.

On your housing question we would appreciate having your data on the following questions:

1. How many heads of families now in your employ need new housing immediately?

2. What is your estimate of future housing needs:
   a. How many heads of families will need housing in the foreseeable future?
   b. Approximate date such future housing will be needed.

I shall appreciate very much the letter you promised Saturday describing in your own way your need for the access road and for immediate permanent housing.

With kind personal regards, I am

Very truly yours,

R. W. Richmond

RWR/ebg Copy for Harry Hawkins

The Colonel is presently making a survey of his needs and will furnish us with present as well as future needs

copies sent to Lowell Stockman, Homer D. Angel,
Harris Ellsworth, Wayne L. Morse, Guy Cordon,
Hugh B. Mitchell, Henry M. Jackson, Russell V.
Mack, Hal Holmes, Walter Horan, Thor C. Tollefson,
Warren G. Magnuson, & Harry P. Cain

P. O. Box 985
Hermiston, Oregon
October 1, 1951

The Honorable Walter Norblad
House Office Building
Washington 25, D. C.

Dear Mr. Norblad:

I have talked with Lt. Col. Kaminsky, commander at the Umatilla Ordnance Depot, regarding housing, of which he says there is a shortage of around 500 dwelling units. A lot of his people are living in tents and garages on the dirt without floor in the adjacent area, many are driving from Pasco, Walla Walla, Kennewick, and as far away as Richland, as much as 65 to 70 miles. He asked that I build housing at my site at Cold Springs Junction, 15 miles N. E. of the Umatilla Ordnance Depot, to house his employees. I said I would try to assist in getting the housing built at my proposed townsite as well as help in arranging to build an access highway, by extending the diagonal road from the east side of Hermiston southwestward to a point at the southeast corner of the Umatilla Ordnance Depot Reservation.

From a military standpoint, this is of vital interest to the nation, to the Ordnance Depot, and to its operation on a continued basis of efficiency. This efficiency can be maintained and improved by adding additional skilled and efficient help which is impossible without adequate housing.

I ask that you people representing our Government in Washington take note of this and enact legislation granting the moneys necessary to build this access road which is of prime need for the perfect and economical operation of the Depot.

This will shorten the road into Hermiston several miles and make it possible to drive from the south gate of the reservation northeast to my site where I am laying out and planning a modern city of advanced design where I propose and plan to build the necessary housing which he has asked for.

He now has sixteen hundred employees and he should have two thousand or more. As cold weather sets in he will lose a good many men now working, due to the poor type of housing. Turnover or termination now is in excess of 40 men per week.

The colonel informs me he wishes, and it is in the plan to expand the present Depot operation and additional housing will be needed in increasing numbers over those presently used and needed. Reading between the lines in our discussion, I feel the Depot will expand to two or three times its present size in the future.

Later we will send a small map of the area showing proposals herein described.

Respectfully yours,

R. W. Richmond

copies to Walter Norblad, Homer D. Angel,
Harris Ellsworth, Wayne [illegible]. Morse, Guy Cordon,
Hugh B. Mitchell, Henry [illegible]. Jackson, Russell V.
Mack, Hal Holmes, Walter Horan, Thor C. Tollefson,
Warren G. Magnuson, Harry P. Cain

P. O. Box 985
Hermiston, Oregon
October 1, 1951

The Honorable Lowell Stockman
House Office Building
Washington 25, D. C.

Dear Mr. Stockman:

I have talked with Col. Kaminsky, commander at the Umatilla Ordnance Depot, regarding housing, of which he says there is a shortage of around 500 dwelling units. A lot of his people are living in tents and garages on the dirt without floor in the adjacent area, many are driving from Pasco, Walla Walla, Kennewick, and as far away as Richland, as much as 65 to 70 miles. He asked that I build housing at my site at Cold Springs Junction, 15 miles N. E. of the Umatilla Ordnance Depot, to house his employees. I said I would try to assist in getting the housing built at my proposed townsite as well as help in arranging to build an access highway, by extending the diagonal road from the east side of Hermiston southwestward to a point at the southeast corner of the Umatilla Ordnance Depot Reservation.

From a military standpoint, this is of vital interest to the nation, to the Ordnance Depot, and to its operation on a continued basis of efficiency. This efficiency can be maintained and improved by adding additional skilled and efficient help which is impossible without adequate housing.

I ask that you people representing our government in Washington take note of this and enact legislation granting the moneys necessary to build this access road which is of prime need for the perfect and economical operation of the Depot.

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The colonel informs me he wishes, and it is in the plan to expand the present Depot operation and additional housing will be needed in increasing numbers over those presently used and needed. Reading between the lines in our discussion, I feel the Depot will expand to two or three times its present size in the future.

Later we will send a small map of the area showing proposals herein described.

Respectfully yours,

Copy for Harry Hawkins

R. W. Richmond

RWR/cbg

P. O. Box 985
Hermiston, Oregon
September 24, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

In conference with B. C. Christensen of the Corps of Engineers, Walla Walla District, Mr. H. D. Freeman, my city planner, and myself, Christensen claims the Corps of Engineers is purchasing the waterfront at the request of the state park board, the state game commission, etc. for its use.

This is contrary to the agreement made December 29, 1950 among you and your associates, Mr. Harry D. Freeman and myself when we called at your office. At that time we were assured the state of Oregon would take no stand or request for the area to upset our industrial program planned for the area.

At the conference with Mr. Christensen, he stated that if the state of Oregon wished to take a stand for the port, he wished the state would come forward with such a declaration so it could be considered in the comprehensive plan of the Corps of Engineers presently being formed.

I hope it will be within your power and understanding to so act and if you can, have a representative at the meeting to be held on October 2, 1951 at the recreation hall at McNary, and on that date to back me up in my request for the area to be set aside for industrial development. A copy of a letter to the Corps of Engineers which we plan on handing to them at the hearing is enclosed.

For your personal information, but not for publication, I am taking options on several thousand additional acres to be brought into our proposed development, all of which will depend on our free use of the shorelands.

I feel sure you will know how and take the necessary action to forestall this untimely action by the engineers.

Yours very truly,

R. W. Richmond
R. W. Richmond.

[illegible]
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

303-17.3 Canby Paving Project on 1952
three city streets in Canby.

#3713

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 9, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3713	3-final	Oregon Asphaltic Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16668	R-48952	$ 500.00	9/9/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Aug. 31, 1952**

Time Extensions: **None**

Completion Date: **July 15, 1952**

Date Accepted: **Aug. 18, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-10-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

a. a. Wickslander

[illegible]
9-10-52

RECEIVED
1952
FOR FILING

August 29, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3713, for paving on the Canby (N. 1st Ave.,Douglas St. & N.2nd Ave.) City Street Section in Clackamas County, was completed by the contractor, Oregon Asphaltic Paving Co., on July 15 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $500.00 will be released to the contractor on or after September 8, 1952. The total contract amount is $7,771.99, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Westenfelder & Berg.,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 19 1952
FOR FILING

302-11
3712

August 15, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Oregon Asphaltic Paving Company on Contract No. 3713 covering paving work on the Canby (North First Avenue, Douglas Street and North Second Avenue) Section in Clackamas County. This payment, in the amount of $4,644.67 , will be made on or after August 25th. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

Tate, Westenfelder and Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

8-15-52,9

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1952

Section Canby

Kind of work Paving

Highway City Street

Section prefix 303-1703

Contractor Oregon Asphalt Paving Co.

Contract number 3713

Date of contract May 26, 1952

Date of completion Aug. 31, 1952

Date work started June 24, 1952

Estimated date of completion July 15, 1952

Amount of contract . . . . $ 8052.50

Per cent of time elapsed 45 %

Estimated cost of completed project, exclusive of engineering . . . . $ 8052.50

Per cent of contract completed, based on total contract price . . . . 61 %

Engineering cost to date $ 400, 62 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor shot binder course of RS-2 on Thesday.

Laid base course of pavement on Thursday and top course on Friday/

NOTED
H. C. SMITH

RECEIVED
JUL 16 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Willard J. Scofield cmw
Willard J. Scofield

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.20			0.20
Miles partially completed					
Miles completed		0.20 (except shlds.)			0.20
Total estimated quantities		945			450
Estimated quantities moved or placed to date		830			466
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					20

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	19					1	20
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ..1......, Rollers ..1......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....11Dump. trucks 1 Barber Green Paving Machine

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1952

Section Canby

Kind of work Paving

Highway City Streets

Section prefix [illegible]3-1703

Contractor Oregon Asphalt Paving Company

Contract number 3713

Date of contract May 26, 1952

Date of completion August 31, 1952

Date work started June 24, 1952

Estimated date of completion July 15, 1952

Amount of contract . . . . $ 8052.50

Per cent of time elapsed 62 %

Estimated cost of completed project, exclusive of engineering . . . . $ 7790.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 400.00, 62 %

Date project was completed July 15, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor put on shoulders Monday.

The seal coat was applied on Tuesday.

The project was considered completed on Tuesday July 15, 1952.

NOTED
H. G. SMITH

RECEIVED
JUL 22 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Willard J. Scofield
Willard J. Scofield

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.20			0.20
Miles partially completed					
Miles completed		0.20			0.20
Total estimated quantities		955			450
Estimated quantities moved or placed to date		955			466
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					5

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons	3						
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...1..., Rollers ...1..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT. 48416

RECEIVED
JUN [illegible] 1952
FOR FILING

June 18, 1952

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you on May 26, 1952 by the State Highway Commission, as follows:

Contract No. 3713, for paving on the Canby (N.1st Ave., Douglas St. & N.2nd Ave.) Section, Clackamas County.

Contract No. 3714, for reoiling on Division No. 1-B Reoiling Project on the Woodburn-Estacada, Mt. Hood and Wapinitia Highways in Clackamas, Wasco and Hood River Counties.

An executed copy of each of the above contracts is also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
JUN 18 1952
FOR FILING

[illegible]

3712

3712

Salem, Oregon
June 5, 1952

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is an unexecuted copy of an agreement with the City of Canby covering the improvement of First Street from Elm Street to Douglas Street, Douglas Street from First Street to Second Street, Second Street from Douglas Street to Cedar Street, a distance of approximately 0.20 mile, in connection with the $250,000 city allotment fund.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Canby.

Yours very truly,

Secretary

rn
Attach: 1

RECEIVED
JUN 10 1952
FOR FILING

308- [illegible]

3713

June 5, 1952

Mr. H. B. Evans, City Recorder
City Hall
Canby, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Canby covering the improvement of First Street from Elm Street to Douglas Street, Douglas Street from First Street to Second Street, Second Street from Douglas Street to Cedar Street, a distance of approximately 0.20 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAY 29 1952
FOR FILING

May 28, 1952

Oregon Asphaltic Paving Company
0441 S. W. Porter
Portland 1, Oregon

Gentlemen:

The State Highway Commission on Monday, May 26, 1952 awarded you Contract No. 3713 for the Canby Paving Project on three city streets in Canby, Clackamas County. This award was based on your low bid of $8052.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

City of Canby

INCORPORATED IN 1893

CANBY, OREGON

OFFICERS
George W. Irwin . . . . . Mayor
H. B. Evans . . . . . Recorder
Curtis Johnson, Jr. . . . Treasurer
Carl Raines . Supt. Public Works

COUNCILMEN
Chris Kraft, Jr., President
Elmer Anderson, Sr.
Glenn Cutsforth
A. L. Girod
Larry Hill
Clarence Rupp

NOTED
J. W. CA ALL

State Highway Commission
Salem, Oregon.
Attention Harold C. Ayers, Field Engineer

NOTED
Harold C. Ayers

Dear Sirs:

Please be advised that in connection with the Canby project as outlined in your favor of February 11, 1952, it will be agreeable to the City of Canby, that you omit the work proposed on Cedar street from 2nd to 3rd street.

This is in accordance with our recent conversation with Mr. Ayers.

Very truly,

H. B. Evans

City Recorder.

NOTED
J. F. HAGEMANN

RECEIVED
MAR 24 1952

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

February 11, 1952

Mr. H. B. Evans
City Recorder
Canby, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

The State Highway Commission at its January 31-February 1, 1952 meeting approved a project in the City of Canby to be constructed from the 1952 Special City Allotment fund as provided in Chapter 149, Oregon Laws 1949.

The project as approved consists of grading, placing of base rock, and asphaltic concrete paving on First Street N. from Elm to Douglas, Douglas Street from 1st Street to 2nd Street, Second Street from Douglas Street to Cedar Street, and on Cedar Street from 2nd Street to 3rd Street.

You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

HCA:MM

[illegible]

[illegible]

[illegible] from 1st to 2nd, [illegible] to Cedar, Cedar Street from 2nd to 3rd; a combined distance of approximately 0.25 mile.

Grade, [illegible] base rock and 3" asphaltic concrete pavement 20' in width.

Item	Quantity	Unit Price	Total
[illegible] Street	[illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Class B asphaltic concrete	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

Preliminary Estimate [illegible] Construction $1[illegible]

[illegible] Engineering and Contingencies [illegible]

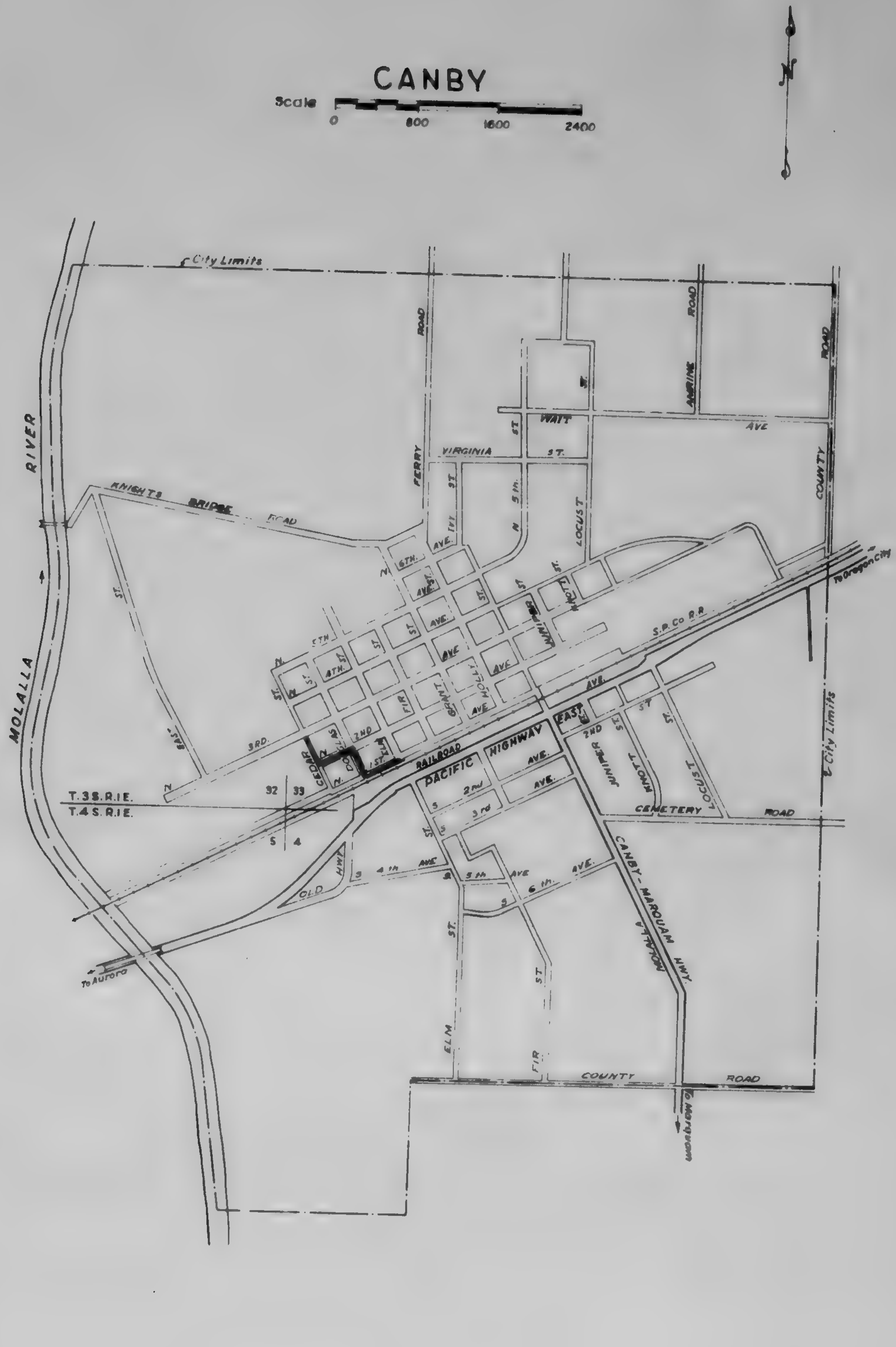
Preliminary Engineering [illegible]

$12,[illegible]

Total Estimate: $12,[illegible]

HCA:MA
11/21/51

CANBY



Rev. 9-19-49

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

RECEIVED
AUG 23 1951
ENGINEER
[illegible]

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Canby is an incorporated city of the State of Oregon, and has a population of 1673 ✓, as given by the latest official census, and

NOTED
Harold C. Ayers
[illegible]

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Canby does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Elmer Anderson, Sr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 22 day of August, 1951.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

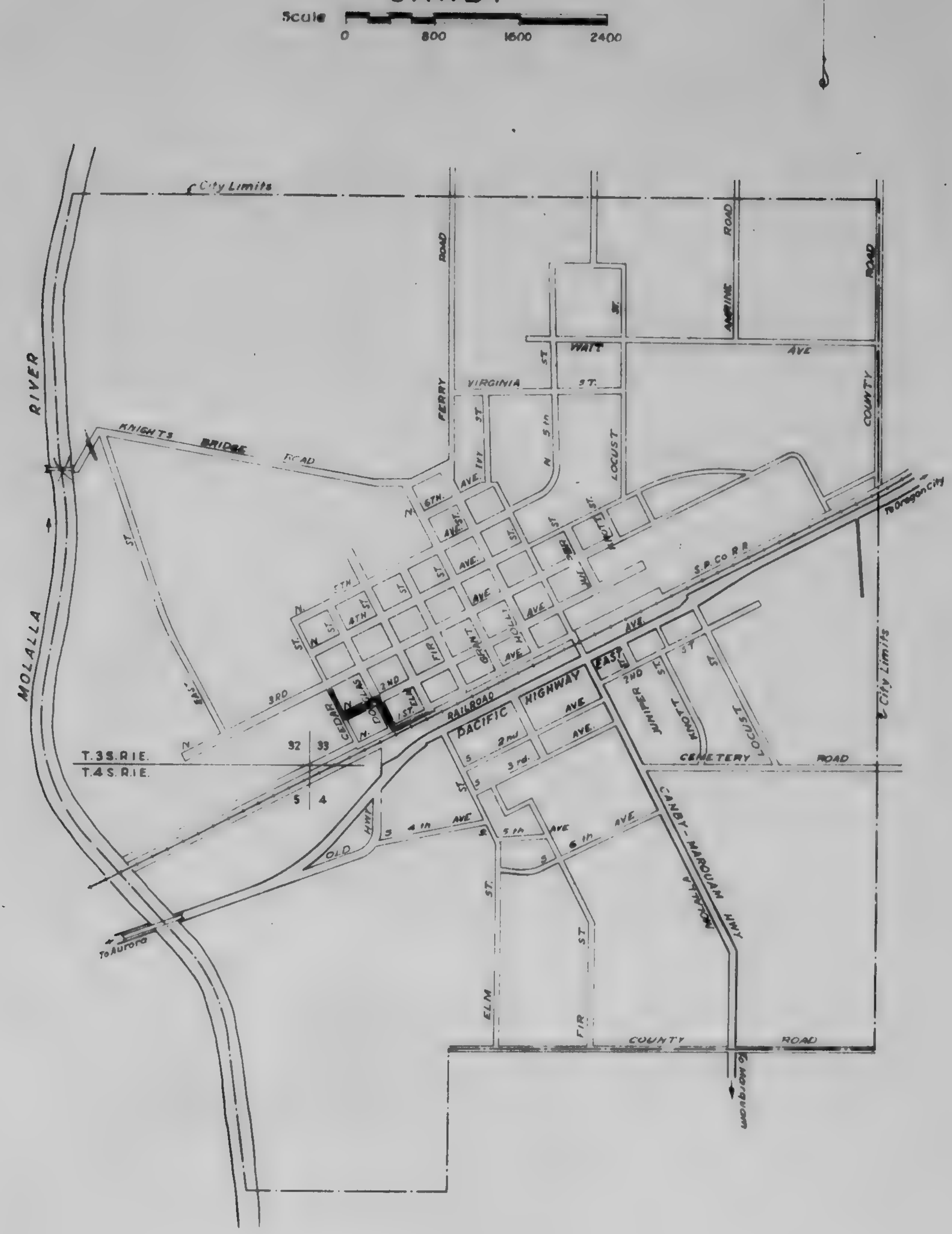
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Canby at a ~~regular or~~ special meeting of said council, held on the 22 day of August, 1951, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23 day of August, 1951.

H. B. Evans
City Recorder

CANBY



Rev. 8 19-49

3-1010 Division No. 1-B Re-oiling 1952
Project on Private [illegible]. Near
#3714 Molalla, [illegible] & Smith.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 26, 1952

(CONTRACT NO.) 3-1212	(EST. NO.)	(CONTRACTOR)
3714	2-final	Oregon Asphaltic Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17682	R-50185	$ 973.35	9/26/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: Aug. 3, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible]
[illegible]-29-52

RECEIVED
SEP 11 1952
FOR FILING

3 4 21

3714

September 10, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3714 covering the Division No. 1-B Reoiling Project on the Woodburn-Estacada, Mt. Hood and Wapinitia Highways in Clackamas, Wasco and Hood River Counties was completed by the contractor, Oregon Asphaltic Paving Co., on August 3 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $973.35 will be released to the contractor on or after September 20, 1952. The total contract amount is $32,445.12, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Ber, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

9-10-52, GK

RECEIVED
1952
FOR FILING

3714

August 28, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Oregon Asphaltic Paving Co. on contract No. 3714, for recoiling on Division No. 1-B Recoiling Project in Clackamas, Wasco, Hood River Counties.

This payment, in the amount of $31,471.77, will be released to the contractor on or after September 8, 1952. The retained percentage is $973.35.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Westnefilder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 2, 1952

Section Division No 1-B Reoiling Project

Kind of work Reoiling

Highway Woodburn-Estacada, Mt Hood & Wapinitia

Section prefix 3-4210

Contractor Oregon Asphalt Paving Co

Contract number 3714

Date of contract May 26, 1952

Date of completion , 19

Date work started July 16, 1952

Estimated date of completion Aug 31, 1952

Amount of contract $35108.80

Per cent of time elapsed 69 %

Estimated cost of completed project, exclusive of engineering $55493.70

Per cent of contract completed, based on total contract price . . . . 99 %

Engineering cost to date $3100, 73 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished Reoiling yesterday Aug. 1 and will maintain same to-day and to-morrow

NOTED
H.G. SMITH

RECEIVED
AUG 8 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Tom C Gudal

Address P.O. Box 4699 Portland 2 Oreg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				20.46	
Miles partially completed				20.46	
Miles completed					
Total estimated quantities Asphalt				690 T	
Estimated quantities moved or placed to date				690 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				23	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Retort ~~Mixers~~ ...., Distributor ~~Crushing or screening plants~~ 1

Transports ~~Compressors~~ 2, Tender ~~Bulldozers~~ 1, storage Tank ~~Sheep-foot rollers~~ 1, Trucks 7 Broom 1 Loader 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 19 1952
FOR FILING

June 18, 1952

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you on May 26, 1952 by the State Highway Commission, as follows:

Contract No. 3713, for paving on the Canby (N.1st Ave., Douglas St. & N.2nd Ave.) Section, Clackamas County.

Contract No. 3714, for reoiling on Division No. 1-B Reoiling Project on the Woodburn-Estacada, Mt. Hood and Wapinitia Highways in Clackamas, Wasco and Hood River Counties.

An executed copy of each of the above contracts is also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAY 29 1952
FOR FILING

[illegible]

3714

May 28, 1952

Oregon Asphaltic Paving Company
0441 S. W. Porter
Portland, Oregon

Gentlemen:

The State Highway Commission on Monday, May 26, 1952 awarded you Contract No. 3714 for Division No. 1-B Reoiling Project on three state highways in Clackamas, Wasco and Hood River Counties. This award was based on your low bid of $35,108.80 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mk:
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

S-171(1) Tualatin River (Fields)
Bridge on the Oregon City-
Wilsonville County Road.

-141 (1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 9, 1954

(CONTRACT NO.) 3715	(EST. NO.)	(CONTRACTOR)	
3715	10-final	LINDSTROM BROS. INC. Assigned to: Continental Cas. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6840	B-91686	$ 11,305.25	4/9/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1953

Time Extensions: To Aug. 30, 1953 without penalty

Completion Date: Aug. 18, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 4-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: To Surety

... ON CARD
4-12-54

RECEIVED
MAR 12 1954
FOR FILING

5-101(1)

3715

March 11, 1954

Mr. John Lichty
Attorney-at-Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

I wish to thank you for your letter of March 10 enclosing a release from Logan & Taylor of their claim against Lindstrom Brothers arising out of State Highway Contract No. 3715 for construction of Fields Bridge. This release appears to be satisfactory, and we are honoring it.

I am asking the Auditor today to have the final warrant in connection with this job prepared immediately in conformity with the provisions of the Assignment given the Continental Casualty Company by Lindstrom Brothers. As soon as the warrant is received from the Secretary of State, it will be forwarded to you for further handling.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: C. H. Maison
Floyd Query

P.S. Since dictating the above I have been informed by our Auditing Office that the voucher covering the final estimate for this job is still in the hands of the contractor. It was mailed to Lindstrom Brothers for acceptance and execution on September 30, 1953 and has not as yet been returned. The amount of the voucher is $11,365.25.

HBG

[illegible]
3-11-54

[illegible] out to
[illegible] on
Sept 30, 1953
not yet returned

$11,305.25

#3437
[illegible]

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8478

March 10, 1954

ate Highway Department
egon

: Mr. H. B. Glaisyer

Glaisyer:

Enclosed herewith please find release of claim executed by Logan & Taylor, releasing the claim against Continental Casualty Company and Lindstrom Brothers on the Fields Bridge job, Contract No. 3715.

I believe it is now in order for you to forward the warrant representing the final payment on this job.

Yours very truly,

John Lichty bd
John Lichty

JL:BD
Enclosure

ANSWERED
H B GLAISYER

RECEIVED
MAR 11 1954
OREGON
STATE HIGHWAY COMMISSION

[illegible] out to
customer on
Sept 30, 1953
not yet returned

$11,303.25

#5438
[illegible]

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATwater 8478

March 10, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

Enclosed herewith please find release of claim executed by Logan & Taylor, releasing the claim against Continental Casualty Company and Lindstrom Brothers on the Fields Bridge job, Contract No. 3715.

I believe it is now in order for you to forward the warrant representing the final payment on this job.

Yours very truly,

John Lichty bd
John Lichty

JL:BD
Enclosure

ANSWERED
H B GLAISYER

RECEIVED
MAR 11 1954
OREGON
STATE HIGHWAY COMMISSION

3-10-54 [illegible]

Received of Continental Casualty Company the sum of $5,057.66 and in consideration thereof, the undersigned does hereby assign and set over unto the said Continental Casualty Company any and all claims which it may have against Lindstrom Bros., Inc., for labor and materials furnished the said Lindstrom Bros., Inc., in connection with the construction of a portion of a public highway in Clackamas County, State of Oregon, known as and referred to as Tualatin River Section, Oregon City-Wilsonville Highway, and does hereby release and discharge any and all claims of any kind and character against the said Lindstrom Bros., Inc., and/or Continental Casualty Company in connection therewith.

Dated: March 8, 1954.

LOGAN, TAYLOR & CO.
By Louis J. Britt, Sec. Treas.

3-10-54

S-121(1)

Salem, Oregon
March 11, 1954

C. H. Maison
Accounting Division

Dear Mr. Maison:

Lindstrom Brothers has assigned to the Continental Casualty Company all monies now due or which may hereafter become due them in connection with State Highway Contract No. 3715, for construction of the Fields Bridge in Clackamas County, and Contract No. 3438 for construction of the Snake River Bridge at Payette. The warrants in connection with both jobs when ready for delivery should be sent to Mr. John Lichty, Attorney for the Continental Casualty Company, whose address is Failing Building, Portland 4, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED

FOR FILING

S-121(1)

3715

March 8, 1954

Mr. John Lichty
Attorney-at-Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Reply is made to your letter of March 4 concerning Lindstrom Brothers' Contracts Nos. 3715 and 3438.

In the first paragraph of your letter, you ask that warrants covering payments to Lindstrom Brothers in connection with these jobs be delivered to you as the proper representative of the Continental Casualty Company which appears as surety on the bond furnished by Lindstrom Brothers in connection with both jobs. We shall be glad to comply with your request.

In the second paragraph, you mention claims filed against the Snake River Bridge job, and you state that you have advice of only two that are unsatisfied, being those of the American Bridge Co. and the Ontario Sand and Gravel Company. Our record shows the claim of the American Bridge Co. in the amount of $61,447.09; that of W. R. Ginther in the amount of $330.60, and the claim of the Ontario Ready-Mix Co. in the amount of $3,725.75. This latter claim has been satisfied. We do not have a record of the claim of the Ontario Sand and Gravel Co.

In the third paragraph of your letter, you request information concerning claims against the Dee Bridge project over the East Fork of Hood River. The only claim on record against this job is that of the Portland Wire and Iron Works in the amount of $3,042.21, which was filed on February 18, 1954. This contract was accepted by the Highway Commission on January 21, 1953.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 8478

March 4, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer: Re: Contracts Nos. 3715 and 3438
Lindstrom Brothers

Thank you for your letter of March 2 acknowledging the filing of assignments under the above contracts. The warrants in this matter should be delivered to me. I will let you have the Logan and Taylor Company release on the Fields Bridge job within the next week, at which time I trust you can let us have the warrant in this contract.

You state that several claims have been filed against the Snake River Bridge job. We only have advice of two claims that are unsatisfied, that of American Bridge and of Ontario Sand and Gravel. Please give me advice of any other claims filed and the dates on which they were filed. Also please advise me the date upon which the Commission accepted the Snake River Bridge job as completed.

There is another contract of Lindstrom Brothers with the State Highway Commission for the construction of the Dee Bridge (3587) over the East Fork of the Hood River, concerning which I would like some information. About a week ago, we were served with a suit for the benefit of Portland Wire and Iron Works in which they allege a claim against this Dee Bridge job in the sum of $3,042.21. Will you please advise me on what date Portland Wire and Iron Works filed a claim with the Commission against this bond, and also, the date on which the Highway Commission accepted the job as complete.

Thanking you for this additional information, I remain,

Very truly yours,

John Lichty bd

John Lichty

JL:BD

ANSWERED
H. B. GLAISYER

RECEIVED
~~FEB~~ Mar 5 1954
OREGON
STATE HIGHWAY COMMISSION

see sheet attached

76

3438 Snake River Br. accepted Aug 6, 1953

Claims recorded but not satisfied:

[illegible] >> American Bridge Div. 61,447.09 ~~61,322.09~~

W.R. [illegible] (filed 9-14-53 surety notified 9-21) 330.60

(Claim of Ontario Ready-Mix Co. for 3,725.75 has been satisfied)

We have no record of a claim from Ontario Sand & Gravel!

3587 [illegible] Bridge Notice of claim filed by Portland Wire & Iron Works 2-18-54, not yet [illegible] ??

Contract accepted Jan 21, 1953

3715 ~~appr~~ Claim of [illegible] & Co is the only claim not satisfied, since Mercer Steel Co made out their release.

RECEIVED
MAR 4 1954
FOR FILING

[illegible]-1-1(1)
3715

March 4, 1954

Mr. John Lichty
Attorney at Law
Failing Building
Portland, Oregon

Dear Mr. Lichty:

I wish to acknowledge your letter of February 25, 1954 transmitting two assignments in quadruplicate given by Lindstrom Brothers to the Continental Casualty Company of all monies due or which may hereafter become due them in connection with the following state highway contracts: No. 3745 for construction of the Fields Bridge on the Oregon City-Wilsonville Highway in Clackamas County and No. 3438 for construction of the Snake River Bridge on the Payette Section of the Old Oregon Trail Highway in Malheur County. These assignments appear to be in proper form, and we will be pleased to honor them when making future payments in connection with these jobs. Please advise to whom the warrants should be delivered.

You also forwarded with your letter a release from the Mercer Steel Company, Inc. of its claim against the Fields Bridge contract. I wish to thank you for this information which is being noted on the record of this job. According to our files there remains only one claim against this particular contract, being that of Logan, Taylor and Company, which you state that you are paying and will forward release to me as soon as you get it from this concern. Our records show a number of unpaid claims against the other job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc 2 C. H. Maison
Floyd Query

HBC:ehr

Mr. Maison: I attach three executed copies of each of the assignments referred to in the above letter. One copy of each assignment is for de-

NOTED ON CARD
3-2-54

livery to the Secretary of State. I have the original of each for the Commission's records. If you can't use the other tow, you might return them to me, and I will attach them to the job files. There are a number of claims outstanding against the Payette Bridge job although there is only one additional claim against the Fields Bridge job which Mr. Lichty states in his letter is being paid. As soon as I receive a release from the claimant, I will let you know, and you will then be authorized to pay the final on that job.

HBG

Mr. Query: I attach hereto the original of both assignments mentioned in the above letter. These should be noted on the respective cards and should then be filed in the contract to which each refers. I also attach the release from the Mercer Steel Company of its claim against the Fields Bridge job. This also should be noted on the card. It is not necessary to write the customary letters in view of the fact that payment of claims is being handled by the surety to whom future payments in connection with both jobs will be made.

HBG

Received of Continental Casualty Company the sum of $11,996.74, and in consideration thereof, the undersigned does hereby assign and set over unto the said Continental Casualty Company any and all claims which it may have against Lindstrom Bros., Inc., for labor and materials furnished the said Lindstrom Bros., Inc., in connection with grading, surfacing and constructing the Fields Bridge on the Oregon City-Wilsonville Highway in Clackamas County, Oregon, and does hereby release and discharge any and all claims of any kind and character against the said Lindstrom Bros., Inc., and/or Continental Casualty Company in connection therewith.

MERCER STEEL CO., INC.

By

8-25-54, 8

1M—9-51

ST OF OREGON—HIGHWAY DEPAR ENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF ten and 00/100 ($10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies now due or which may hereafter become due us from the State of Oregon for work performed under State Highway Contract No. 3715 for bridge, grading and surfacing Tualatin River (Fields Bridge) on Oregon City-Wilsonville Hwy in Clackamas County to Continental Casualty Company and authorize and empower said Continental Casualty Company to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 25th day of February, 1954.

Executed in the presence of us as witnesses:

LINDSTROM BROTHERS, INC.

SEAL

By E. W. Lindstrom, President

By O. E. Holland, Secretary

State Printing 52087

FORM E-120 50M REVISED 2-52

files

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

5-121 (1)

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 4, 1954

IN REPLY PLEASE REFER TO

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Reference is made to your letter of February 3, 1954 concerning payment of the balance due Lindstrom Brothers in connection with State Highway Contracts Nos. 3438 and 3715 for construction of the Snake River Bridge and the Fields Bridge respectively.

It is noted that Lindstrom Brothers desires to assign to the Continental Casualty Company all monies now due or which may hereafter become due in connection with these jobs. We will be pleased to honor the assignment if prepared on the Highway Commission's standard form. I have prepared and am enclosing assignment forms in quintuplet. Please have Lindstrom Brothers execute all copies and return the original and one copy of each to me for further handling. Future payments in connection with both contracts will then be made in conformity with the provisions of the assignments.

COPY

In the second paragraph of your letter you request that the drafts in settlement of these contracts be mailed to you at the earliest possible opportunity. We will be glad to follow your instructions, but we cannot release further payments in connection with either of these jobs until we have evidence that the claims on file against them have been satisfied. Receipts from the several claimants will meet our requirements.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: C. H. Maison (2)
F. Query

F. QUERY

Mr. Maison:

I believe that you already have been requested to hold up payments in connection with the projects mentioned in the above letter. Will you kindly continue to withhold them until further advised by this office.

ASSIGNMENT

The undersigned does hereby assign and set over unto Continental Casualty Company all sums due or to become due from the State of Oregon under Contract No. 3715 for grading, surfacing and construction of the Fields Bridge.

Dated this 2nd day of Feb., 1954.

LINDSTROM BROTHERS
By E. W. Lindstrom Pres

RECEIVED
1954
FOR FILING

3715

January 26, 1954

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

This is in reply to your letter of January 25 requesting certain information on three contracts awarded to Lindstrom Brothers.

Contract No. 3438 for work on the Snake River Bridge at Payette on the Old Oregon Trail was completed July 8, 1953 and accepted by the Commission on August 6, 1953. The amount of the contract has been determined at $443,764.32. We are holding a warrant for semi-final payment in the amount of $21,583.68 and we are advised that final payment will be approximately $13,800. This amount may be $100.00 more or less, depending on the status of an item in the contract. We have record of the following unsatisfied claims: American Bridge Division - $61,447.09.

✓ Contract No. 3715 for grading, surfacing and construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Road in Clackamas County was completed August 18 and accepted by the Commission on September 24, 1953. Final contract amount has been determined at $124,284.25. The amount being retained on the final payment is $11,305.25 According to our records the following claims are unsatisfied: Mercer Steel Company - $11,003.30; Logan, Taylor and Company - $4,837.41.

Contract No. 3587 for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake Hood River County Road was completed December 23, 1952, and accepted by the Commission on January 21, 1953. The total amount of the contract is $58,086.64, and final payment was mailed to the contractor on May 21, 1953, so there is no money retained by the State. On July 13, 1953, we received a notice of claim by Mercer Steel Company against this contract in the sum of $4,993.13.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

FAQ:md

Secretary

[illegible]IVED
FOR FILING

S-1711(1)

3715

December 23, 1953

Carter, Cameron & Carter
Attorneys at Law
Pacific Building
Portland 4, Oregon

Attention Mr. William A. Carter, Jr.

Gentlemen:

As requested in your letter of December 21, 1953 we have attached a copy of the final estimate on State Highway Contract No. 3715 awarded to Lindstrom Brothers, Inc. for construction of the Fields Bridge over the Tualatin River in Clackamas County.

This contract was completed on August 18, 1953 and accepted by the Highway Commission on September 24, 1953.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

CARTER, CAMERON & CARTER
ATTORNEYS AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON

WILLIAM A. CARTER
BRUCE CAMERON
WILLIAM A. CARTER, JR.

TELEPHONE
ATWATER 3339

December 21, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We represent Logan, Taylor & Co., who has made a claim against Lindstrom Bros. and their bondsman, as is shown by their affidavit on file with the State Highway Commission.

A determination of the quantity of work performed and materials furnished by Logan, Taylor & Co. is dependent upon the State Highway's engineer's final estimate regarding the work performed by Lindstrom Bros.

We would appreciate very much if you would send uf a copy of the engineer's final estimate as heretofore sent to Lindstrom Bros. The work we are concerned with was performed under Contract No. 3715, dated May 26, 1952. We would also like to know when the completed work was accepted by affirmative action by the State.

Yours very truly,

CARTER, CAMERON & CARTER

By Wm. A. Carter Jr
Wm. A. Carter, Jr.

WACjr:jan

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
FOR FILING
5-1810
[illegible]15

December 15, 1953

Carter, Cameron & Carter
Attorneys at Law
Pacific Building
Portland 4, Oregon

Gentlemen:

We are forwarding by separate mail a certified copy of Contract and Bond No. 3715 awarded to Lindstrom Brothers for work on the Fields Bridge over the Tualatin River in Clackamas County. This is being sent in connection with the claim of Logan-Taylor and Company against Lindstrom Brothers which was previously filed with the Secretary of State and this office in the amount of $4,837.41.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Floyd
Has this claim been
entered on the card?
WDS

Yes
FQ

CARTER, CAMERON & CARTER
ATTORNEYS AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON

WILLIAM A. CARTER
BRUCE CAMERON
WILLIAM A. CARTER, JR.

TELEPHONE
ATWATER 3339

December 8, 1953

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Re: Claim of Logan, Taylor & Co.
against
Lindstrom Brothers
Your File #3423

Contract 3715

Dear Sir:

On November 12, we forwarded to your office a claim of Logan, Taylor & Co. against Lindstrom Brothers as evidenced by your acknowledgement of same, your file being #3423 and filed in your office on the 16th day of November, 1953.

Would you be kind enough to forward to this office three copies of the contract under which this claim is filed, together with three copies of the bond.

Whatever expense is occasioned by this request, the same will be paid immediately upon being notified of your charges.

Yours very truly,

CARTER, CAMERON & CARTER

Bruce Cameron

By
Bruce Cameron

SECRETARY OF STATE
RECEIVED
DEC 9 - 1953
EARL T. NEWBRY

RECEIVED
[illegible] COMMISSION

BC:jan

P. S. Affidavit of Lorin J. Britt, Secretary-Treasurer of Logan, Taylor & Co., enclosed.

REFERRED TO [illegible]
BY SECRETARY

[illegible] 1 [illegible] only — no charge.

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, Loren J. Britt, being first duly sworn, depose and say:

That I am the Secretary-Treasurer of Logan, Taylor & Co., an Oregon corporation, 7800 N.E. Killingsworth Avenue, Portland, Oregon;

That Lindstrom Brothers, an Oregon corporation, 3424 S.E. 174th Avenue, Portland, Oregon, is indebted to Logan, Taylor & Co. for labor performed and materials furnished to said Lindstrom Brothers in the prosecution of the construction of the Oregon City-Wilsonville State Highway, Tualatin River Section, Clackamas County, prefix No. 203-1036-201 (41), contract No. 3715, in the sum of $4,837.41;

That attached hereto and by this reference made a part hereof as though the same were fully set forth is a copy of a notice directed to the State of Oregon, signed by the affiant herein, fully setting forth the amount of said indebtedness;

That this affidavit is made for the purpose of obtaining a certified copy of the contract and of the bond given by the Continental Casualty Company as surety, as the same pertains to the above described public works.

Loren J Britt
Loren J. Britt

Subscribed and sworn to before me, a Notary Public for Oregon, this 8th day of December, 1953.

Bruce Cameron
Notary Public for Oregon
My Commission Expires: 2-10-56

Logan, Taylor & Co.

vs.

Lindstrom Brothers, Principal, and
Continental Casualty Company, Surety

NOTICE

TO THE STATE OF OREGON:

Notice is hereby given that the undersigned, Logan, Taylor & Co., an Oregon corporation, 7800 N.E. Killingsworth Avenue, Portland, has a valid claim in the sum of $4837.41 against Lindstrom Brothers, an Oregon corporation, 3424 S.E. 174th Avenue, Portland, as principal, and Continental Casualty Company, Loyalty Building, Portland, as surety, for labor performed and materials furnished upon the construction of Oregon City-Wilsonville State Highway, Tualatin River Section, Clackamas County, prefix No. 203-1036-201 (41), contract No. 3715. The following is a brief description of the labor performed and materials supplied:

1. Clearing and grubbing
2. Structural excavation, unclassified
3. General excavation, unclassified
4. Short overhaul
5. Long overhaul
6. Finish roadbed and slopes
7. Reseeding cut banks
8. 18" concrete pipe
9. Concrete sight posts
10. 3"-0 Material in base
11. 3/4"-0 Material in base and shldrs.
12. Sprinkling
13. Preparation of base
14. 3/4"-0 Material in binder course
15. Furnish and place RS-2 emuls. asphalt
16. Class "B" asphalt concrete

That the undersigned has a valid claim in the said sum of $4837.41 against the bond taken from the said Lindstrom Brothers, principal, and Continental Casualty Company, surety, for the labor performed and materials furnished the said Lindstrom Brothers in the prosecution of the work hereinabove mentioned.

LOGAN, TAYLOR & CO.

By /S/ LORIN J BRITT
Loren J. Britt, Secretary-Treasurer

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

[illegible]

371

December 2, 1953

Oregon State Highway Dept.
Salem, Oregon

Attn: Mr. H. B. Glaisyer,
Secretary

Re: Bond #921477 - SD-38294
Lindstrom Brothers, Inc. -to-
Oregon State Highway Commission
State Hwy. Contract #3715
(Fields Bridge over Tualatin River)

Gentlemen:

This will acknowledge receipt of your letter of November 18, 1953 with enclosure advising us that Logan, Taylor and Company is alleging that the above named contractor is indebted to them in the amount of $4,837.41 for materials furnished in connection with the above captioned contract.

Yours very truly,

Norbert A. Drake

Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED
DEC 7 1953
OREGON
STATE HIGHWAY COMMISSION

noted

RECEIVED
DEC 8 - 1953
FOR FILING

3-121(1)

3715

Mrs Lewis
record claim on card
if that has not been done
HMS

December 2, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

As requested in your letter of November 27 we are forwarding by separate mail a certified copy of Contract and Bond No. 3715, awarded to Lindstrom Brothers for work on the Fields Bridge Section of the Oregon City-Wilsonville Highway in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
12-2-53

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER
JONATHAN U. NEWMAN

November 27, 1953

REFERRED TO [illegible]
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 3715
Lindstrom Bros., Inc. - Fields Bridge

Pursuant to the provisions of Chapter 131, Oregon Laws, 1953, we are forwarding herewith an affidavit and application for a certified copy of the contract and bond on the above project.

Payment for this particular project has not been made by the contractor, and it is apparently going to be necessary for Mercer Steel Co., Inc., to bring action on the bond.

We would appreciate receiving the certified copy of the contract and bond at your early convenience.

Thank you for your cooperation.

Yours very truly,

CAKE, JAUREGUY & HARDY

By Harold B. Hutchinson

HBH:tg

enc.

AFFIDAVIT

STATE OF OREGON)
County of Multnomah) ss.

I, H. D. MERCER, president of MERCER STEEL CO., INC., an Oregon corporation, being first duly sworn depose and say: That I am president of MERCER STEEL CO., INC., an Oregon corporation. That Mercer Steel Co., Inc., entered into a contract with LINDSTROM BROS., INC., an Oregon corporation, for the furnishing of certain reenforcing steel wire and concrete accessories, together with placing labor thereon, in connection with Oregon State Highway Commission Contract No. 3715, for the grading, surfacing, and the construction of Fields Bridge on the Oregon City-Wilsonville Highway in Clackamas County, Oregon. That under and pursuant to this contract Mercer Steel Co., Inc., did furnish said materials and labor to Lindstrom Bros., Inc., in an amount of $12,266.79. That the last of said materials were furnished in November of 1952 and that there have been no payments made on said account save and except the sum of $1,263.49, and there is now due, owing and unpaid on said account from Lindstrom Bros., Inc., to Mercer Steel Co., Inc., the sum of $11,003.30. That said work and said labor were furnished for the prosecution of the work on the above described project under the above described State Highway contract number, and this affidavit is made for the purpose of requesting the proper officer or officers of the State of Oregon by and through its State Highway Commission to furnish to Mercer Steel Co., Inc., under and pursuant to Chapter 131, Oregon Laws 1953, a certified copy of said contract numbered as above and the bond furnished on said contract wherein Lindstrom Bros., Inc., is principal and Continental Casualty Company is surety. Further deponent sayeth not.

H D Mercer

Subscribed and sworn to before me this 25th day of November, 1953.

R. M. Anderson
Notary Public for Oregon
My Commission Expires 3-18-56

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON

NOTICE

TO STATE OF OREGON BY AND THROUGH ITS STATE HIGHWAY COMMISSION composed of BEN R. CHANDLER, CHARLES H. REYNOLDS and M. K. McIVER

Re: Application for certified copy of contract and bond on Oregon State Highway Department Contract No. 3715

Please take notice that MERCER STEEL CO., INC., under and by virtue of the provisions of Chapter 131, Oregon Laws 1953, has furnished an affidavit to the State of Oregon by and through its State Highway Commission under the direction of whom work on State Highway Contract No. 3715 for the grading, surfacing and construction of Fields Bridge on the Oregon City-Wilsonville Highway in Clackamas County, Oregon, was prosecuted.

Therefore, please be advised that Mercer Steel Co., Inc., does hereby make application for a certified copy of said Contract No. 3715 and the corporate surety bond of Lindstrom Bros., Inc., executed under said contract.

DATED at Portland, Oregon, this 25th day of November, 1953.

MERCER STEEL CO., INC.

By H D Mercer
President

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S-181(4)

3715

Lewis

November 18, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Logan, Taylor and Company against Lindstrom Brothers. This claim is for labor and materials furnished in the sum of $4,837.41 in connection with State Highway Contract No. 3715 for grading, surfacing and construction of the Fields Bridge Section in Clackamas County.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]
Attach.

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

Lindstrom Bros., Inc.
2424 S. E. 174th
Portland 66, Oregon

11-19-53

Hogan, Taylor & Co.

vs.

Lindstrom Brothers, Principal, and
Continental Casualty Company, Surety

NOTICE

TO THE STATE OF OREGON:

Notice is hereby given that the undersigned, Hogan, Taylor & Co., an Oregon corporation, 7800 N. E. Killingsworth Avenue, Portland, has a valid claim in the sum of $[illegible].41 against Lindstrom Brothers, an Oregon corporation, 3[illegible] S. E. [illegible]th Avenue, Portland, as principal, and Continental Casualty Company, [illegible] Building, Portland, as surety, for labor performed and materials furnished upon the construction of Oregon City–Wilsonville State Highway, Tualatin River Section, Clackamas County, prefix No. [illegible] (41), contract No. 3715. The following is a brief description of the labor performed and materials supplied:

1. Clearing and grubbing
2. Structural excavation, unclassified
3. General excavation, unclassified
4. Short overhaul
5. Long overhaul
6. Finish roadbed and slopes
7. [illegible] cutoffs
8. 18" concrete pipe
9. Concrete [illegible] posts
10. 3"-0 Material in base
11. 3/4"-0 Material in base and shoulders.
12. Sprinkling
13. Preparation of base
14. 3/4"-0 Material in binder course
15. Furnish and place [illegible]
16. Class [illegible] asphalt concrete

That the undersigned has a valid claim in the said sum of $[illegible].41 against the bond taken from the said Lindstrom Brothers, principal, and Continental Casualty Company, surety, for the labor performed and materials furnished the said Lindstrom Brothers in the prosecution of the work hereinabove mentioned.

HOGAN, TAYLOR & CO.

(SEAL)

By [illegible]
[illegible], Secretary-Treasurer

(ENDORSED)
File No. 3422
Filed–November 16, [illegible]
[illegible], Secretary of State

RECEIVED
NOV 19 1953
FOR FILING

S-121(1)

3715

Lewis

November 18, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of your letter of November 16th to which was attached three copies of a claim filed with your office by Logan, Taylor and Company against Lindstrom Brothers on Contract No. 3715.

This claim is in the sum of $4,837.41 and bears your file No. 3423.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
11-15-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Nov. 16, 1953

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Carter, Cameron & Carter, attorneys, Portland, and filed as of this date a notice of claim by Logan, Taylor & Co., for labor performed and materials furnished in the sum of $4837.41, against the bond taken from Lindstrom Brothers, Principal, and Continental Casualty Company, Surety, for construction of Oregon City-Wilsonville State Highway, Tualatin River Section, Clackamas County, contract No. 3715, our file No. 3423.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk
Records Division

NF:M
Enc.

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OREGON
STATE HIGHWAY COMMISSION

11-16-53

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FOR FILING

3715

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER

October 19, 1953

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Re: Lindstrom Bros. Inc.
Contract No. 3715, Fields Bridge

Please excuse the delay in answering your letter of October 1, 1953, above subject.

Please be advised that the lien filed by Mercer Steel Co., Inc., in the amount of $11,003.30 against Lindstrom Bros., Inc., in connection with Contract No. 3715 for the grading, surfacing and construction of Fields Bridge on the Oregon City-Wilsonville Highway in Clackamas County, has not been paid, and that Mercer Steel, Inc., therefore, still claims a lien in this amount.

Yours very truly,

CAKE, JAUREGUY & HARDY

BY Harold B. Hutchinson

HBH:aw

REFERRED TO Mrs Lewis BY SECRETARY

note on card

NOTED ON CARD
10-11-53

[illegible]EIVED
FOR FILING

[illegible]

3715

October 1, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Bldg.
Portland 4, Oregon

Gentlemen:

Our records disclose a claim filed by you on behalf of the Mercer Steel Co., for labor and materials in the sum of $11,003.30, against Lindstrom Bros.,Inc. in connection with contract No. 3715. This contract is for grading, surfacing and the construction of Fields Bridge on the Oregon City-Wilsonville Highway in Clackamas County.

Will you please notify us as to whether or not this claim has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded [illegible]

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FOR FILING

2-141(1)

3715

October 14, 1953

Lindstrom Bros., Inc.
3424 S. E. 174th St.
Portland 66, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from July 31 to and including August 30, 1953 within which to complete your contract No. 3715, for construction of Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: A. G. Skelton,
Division Engineer

John Petty,
Resident Engineer

G. S. Paxson,
Bridge Engineer

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FOR FILING

[illegible]

[illegible]

October 1, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3715 for work performed on the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway, Clackamas County, was completed by the contractor, Lindstrom Bros.,Inc., on August 18 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $11,305.25 will be released to the contractor on or after October 12, 1953 providing outstanding claim has been satisfied and this office advised. The total contract amount is $124,284.25, and no force account work was performed on the project.

There is a claim filed against this project by the Mercer Steel Company for labor and materials amounting to $11,003.03, of which you have been previously notified. Please acknowledge receipt of this letter.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

10-1-53

RECEIVED
FOR FILING

S-191(1)

3715

August 25, 1953

Oregon State Highway Commission

Request for extension of time
No. 1
September 24 and 25 meeting.

Gentlemen:

Re: Fields Bridge over
Tualatin River,
Contract No. 3715

Lindstrom Bros., Inc., contractor for the construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville County Road in Clackamas County, requests an extension of time to and including August 30, 1953 for the completion of the work on this project. The completion date specified in the contract was July 31, 1953.

The structure was completed last fall, but because of the excessively wet spring the contractor was not allowed to place the surfacing until the embankment had dried. As soon as permission was given to proceed with the surfacing work, he completed his contract. For this reason it is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
Encl.

Form E-1—10M

3-121(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 19 53

Section Fields Bridge (Tualatin River)

Kind of work Grading, Paving, Bridge

Highway Oregon City-Wilsonville

Section prefix 203-1036

Contractor Lindstrom Brothers

Contract number 3715

Date of contract May 26, 19 52

Date of completion August 18, 19 53

Date work started June 2, 19 52

Estimated date of completion August 18, 19 53

Amount of contract . . . . $ 138,388.00

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering . . . . $ 138,388.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $, %

Date project was completed August 18, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on Tuesday, August 18, 1953 with the cleaning up of the construction site.

NOTED
E. A. PEASE

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

NOTED
H. G. SMITH

RECEIVED
AUG 24 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed Willard J. Scofield
Willard J. Scofield Res. Eng'r.

Address Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

[illegible]

3715

July 22, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer,
Secretary

Re: Bond #921477
Lindstrom Brothers, Inc. -to-
Oregon State Highway Commission
State Hwy. Contract #3715
(Fields Bridge over Tualatin River)

Gentlemen:

This will acknowledge receipt of your letter of July 16, 1953 with enclosure advising us that Mercer Steel Co., Inc. is alleging that the above named contractor is indebted to them in the amount of $11,003.30 for materials furnished in connection with the above captioned contract.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED
JUL 27 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
53
FOR FILING

5-121(4)

3715

July 16, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of three claims filed with your office by the Mercer Steel Company, Inc., against Lindstrom Brothers, Inc., as follows:

Contract No. 3715 for $11,003.30, your file No. 3408.
Contract No. 3438 for $5,429.19, your file No. 3406.
Contract No. 3587 for $4,993.13, your file No. 3407.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
7-16-53

RECEIVED
53
FOR FILING

S-12101

3715

Lewis

July 16, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the Mercer Steel Company, Inc., against Lindstrom Bros., Inc. This claim in the sum of $11,003.30 is for reinforcing steel, labor, wire and concrete accessories furnished the contractor on State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:rml
Attach.

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomaseene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
3424 S. E. 174th
Portland 66, Oregon

NOTED ON CARD
7-16-53

NOTICE

TO:

[illegible]
OREGON [illegible] COMMISSION
[illegible]

[illegible] the undersigned, [illegible] Co., Inc., an Oregon corporation, [illegible] claim for [illegible] necessaries in the sum of Seven Thousand [illegible] Dollars and 30/100 ($[illegible]) against [illegible], 7539 [illegible], Portland, Oregon, [illegible], and [illegible], c/o [illegible], 614 Wilcox Building, Portland, Oregon, [illegible], for [illegible] on State [illegible] Contract [illegible] for the construction of [illegible] bridge over the [illegible] River on the Oregon City-[illegible]ville Highway in Clackamas County, Oregon.

Dated at Portland, Oregon, this 8 day of June, [illegible].

[illegible] Co., Inc.

[illegible]

[illegible]

[illegible]

[illegible]
[illegible]
[illegible]

ROY TUCHBREITER
RECEIVED
1953
FOR FILING

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

July 15, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Re: Lindstrom Brothers, Inc. -to-
Oregon State Highway Commission
Bond #918230 State Hwy. Contract #3438
(Snake River Bridge at Payette)
Bond #921477 State Hwy. Contract #3715
(Fields Bridge over Tualatin River)
Bond #920667 State Hwy. Contract #3587
(Dee Bridge over East Fork, Hood River)

Gentlemen:

This will acknowledge receipt of your letter of July 2, 1953 advising us that the Mercer Steel Co. claims that Lindstrom Brothers, Inc. are indebted to it in an unstated amount in connection with the contracts for which we furnished the above captioned bonds. So far as we know, our principal is responsible, financially and otherwise, which if true, should make unnecessary any reference to the bonds in connection with such claim. However, we are advising our principal of this matter and requesting that he give it his attention.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED
JUL 20 1953
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
SECRETARY

RECEIVED
JUL 20 1953
FOR FILING

S-1-1

3715

Baldock

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 13, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Cake, Jaureguy & Hardy, Attorneys at Law, 1220 Equitable Building, Portland 4, Oregon, and filed as of this date, three notices of claim by Mercer Steel Co., Inc., for reenforcing steel, placing labor, wire and concrete accessories in the sum of $11,003.30 against the bond taken from Lindstrom Brothers, principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. 3715 for the construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County, Oregon. Our file No. 3408.

Claim number two for reenforcing steel, placing labor, and wire in the sum of $4,993.13 against the bond taken from Lindstrom Brothers, as principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. 3587 for the construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road, Oregon. Our file No. 3407.

Claim number three for reenforcing steel, stock bars in the sum of $5,429.15 against the bond taken from Lindstrom Brothers, as principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. [illegible] (3438) for the work on the Snake River Bridge at Payette on the Old Oregon Trail in Malheur County, Oregon. Our file No. 3406.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

COPY

EARL T. NEWBRY
Secretary of State

By /s/ E. Libby
Clerk, Notarial Dept.

NF:K
Enc.

RECEIVED
JUL 1953
FOR FILING

3715

Lewis

July 2, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

This letter is inreply to yours of June 26 concerning three contracts awarded to Lindstrom Brothers.

State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County has not been completed but is expected to be done about July 31, 1953. Continental Casualty Company through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

State Highway Contract No. 3587, also awarded to Lindstrom Brothers, for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road was completed December 23, 1952, and accepted by the Highway Commission on January 21, 1953. Final payment was made on May 21, 1953. The surety on this contract is the same as for Contract No. 3715.

Lindstrom Brothers were also awarded State Highway Contract No. 34[illegible] for work on the Snake River Bridge at Payette on the Old Oregon Trail in Malhuer County. This contract is expected to be completed by July 31, 1953. The surety is the same as for the other two contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 7/1

RECEIVED FOR FILING

Williams

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 Equitable Building
PORTLAND 4, OREGON
Capitol 1323

June 26, 1953

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Lindstrom Brothers

Our office is attorneys for the Mercer Steel Co., Inc., of Portland, Oregon, who furnish certain steel to Lindstrom Brothers for use in the construction of certain bridges for the State Highway Commission. Lindstrom Brothers, as we understand it, has three prime contracts with the State of Oregon for the construction of (1) Fields Bridge, (2) Dee Bridge, and (3) Snake River Bridge. Mercer Steel Company has furnished materials on each of these projects and the Lindstrom Brothers are presently delinquent in their payments to our client. We desire to file our lien pursuant to Section 98-101 O.C.L.A., and ask that you please furnish us the completion dates of any of these above named bridges, if the same have been completed.

In addition, we ask that you furnish us the name of the bonding company who has the written the bond for the Lindstrom Brothers on these three projects. We would also appreciate your furnishing us the State Highway Commission contract number, if it is readily available.

Thank you in anticipation of your kind favor.

Yours very truly,

CAKE, JAUREGUY & HARDY

By /s/ Harold B. Hutchinson

HBH:aw

COPY

RECEIVED
JUL 1953
FOR FILING

3-141(1)

[illegible]

July 2, 1953

Continental Casualty Company
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from the law firm of Cake, Jaureguy and Hardy in behalf of Mercer Steel Company. They state that Lindstrom Brothers, Inc., owe the Mercer Steel Company an unstated amount of money for materials furnished on State Highway Contract No. 3438 for construction of the Snake River Bridge at Payette, on State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River in Clackamas County, and on Contract No. 3587 for construction of the Dee Bridge over the East Fork of Hood River in Hood River County. No information was given as to the amounts applicable to the various contracts nor any information as to how long the accounts are overdue.

This information is provided as your company appears as surety on the performance bond furnished with the three contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md 7/1

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. [illegible] Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

RECEIVED
JUL [illegible] 1953
FOR FILING

S-121(1)

3715

July 2, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

This letter is inreply to yours of June 26 concerning three contracts awarded to Lindstrom Brothers.

State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County has not been completed but is expected to be done about July 31, 1953. Continental Casualty Company through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

State Highway Contract No. 3587, also awarded to Lindstrom Brothers, for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road was completed December 23, 1952, and accepted by the Highway Commission on January 21, 1953. Final payment was made on May 21, 1953. The surety on this contract is the same as for Contract No. 3715.

Lindstrom Brothers were also awarded State Highway Contract No. 3488 for work on the Snake River Bridge at Payette on the Old Oregon Trail in Malhuer County. This contract is expected to be completed by July 31, 1953. The surety is the same as for the other two contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 7/1

Form PR-2 (Revised 1946)

674

State Oregon

Project No. S-121(1)

-121(1)

115

Federal Aid Secondary
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of January, 1952, a program, which was approved on the 12th day of February, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of May, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of

eighty-six thousand, and 00/100

dollars ($86,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 36+59 in the SE 1/4, Section 3, T-3-S, R-1-E, W.M. and survey station 69+00 in the SE 1/4, Section 34, T-2-S, R-1-E, W.M., without exception.

, length 0.609 miles, in Clackamas County County, being Oregon Federal Aid / Secondary project No. S-121(1), consisting of 0.552 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.057 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11879-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

DISTRICT
OCT 6 1952
RECEIVED

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-six thousand and 00/100 dollars ($86,000.00), which does not exceed the authorized Federal pro rata share of one hundred forty-six thousand three hundred seventy-one and 50/100 dollars ($146,371.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws of 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 119

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By /s/ Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest:
/s/ H. B. Glaisyer
Secretary

(SEAL)

RECOMMENDED FOR APPROVAL:
/s/ R. H. Baldock
State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
OCT 6 1952
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-121 (1)

TUALATIN RIVER (FIELDS) BRIDGE SECTION OF THE OREGON CITY-WILSONVILLE ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 24, 1952

Type Code 6201
Roadway (Sta. 36+59 to 69+00)

All Required		Clearing and Grubbing		$ 5,000.00
110	cu. yds.	Structural Excavation, Unclassified	$ 3.00	330.00
19,500	cu. yds.	General Excavation, Unclassified	0.40	7,800.00
79,000	yd. stas.	Short Overhaul	0.02	1,580.00
500	C-yd. stas.	Long Overhaul	0.60	300.00
0.55	mile	Finishing Roadbed and Slopes	1,000.00	550.00
2,000	lin. ft.	Rounding Cutbanks	0.20	400.00
50	lin. ft.	12-inch Concrete Pipe	2.00	100.00
230	lin. ft.	18-inch Concrete Pipe	3.00	690.00
10	only	Concrete Posts	10.00	100.00
5,000	cu. yds.	3" - 0 Material in Base	3.25	16,250.00
1,100	cu. yds.	3/4" - 0 Material in Base and Shoulders	4.00	4,400.00
170	M-gals.	Sprinkling	3.00	510.00
0.55	mile	Preparation of Base	200.00	110.00
70	cu. yds.	3/4" - 0 Material in Binder Course	5.00	350.00
20	tons	Furnishing and Placing RS-2 Emulsified Asphalt	60.00	1,200.00
1,450	tons	Class "B" Asphaltic Concrete	8.50	12,325.00
40	cu. yds.	Aggregate in Seal Coat	7.00	280.00
		Subtotal		$52,275.00
		10% Engr. & Cont.		5,227.50
		Total		$57,502.50

Type Code X021
Bridge (Sta. 59+90 to 62+90)

All Required		Shoring, Cribbing, Etc.		$14,825.00
380	cu. yds.	Excavation for Structures	$ 8.00	3,040.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
710	cu. yds.	Class "A" Concrete	58.00	41,180.00
162,000	lbs.	Metal Reinforcement	0.0975	15,795.00
All Required		Remove Bridge and Provide for Traffic		5,750.00
		Subtotal		$80,790.00
		10% Engr. & Cont.		8,079.00
		Total		$88,869.00

Length of Roadway	0.552 miles
Length of Bridge	0.057 miles
Total Length	0.609 miles
Cost per Mile, Roadway	$104,171.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 57,502.50	$33,785.00	$23,717.50
Bridge	88,869.00	52,215.00	36,654.00
	$146,371.50	$86,000.00	$60,371.50

State Funds for Construction: Chapter 175, laws 1917: Chapter 31, laws 1920; Chapter 529, laws 1939.

State Funds for Maintenance: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-121 (1)

TUALATIN RIVER (FIELDS) BRIDGE SECTION OF THE OREGON CITY-WILSONVILLE ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 2, 1952

Type Code 6201
Roadway (Sta. 36+59 to 69+00)

All Required		Clearing and Grubbing	$	$ 2,000.00
110	cu. yds.	Structural Excavation, Unclassified	4.00	440.00
19,500	cu. yds.	General Excavation, Unclassified	0.65	12,675.00
79,000	yd. stas.	Short Overhaul	0.02	1,580.00
500	C-yd. stas.	Long Overhaul	0.50	250.00
0.55	miles	Finishing Roadbed and Slopes	800.00	440.00
2,000	lin. ft.	Rounding Cutbanks	0.20	400.00
50	lin. ft.	12-inch Concrete Pipe	2.50	125.00
230	lin. ft.	18-inch Concrete Pipe	3.50	805.00
10	only	Concrete Posts	10.00	100.00
5,000	cu. yds.	3" - 0 Material in Base	3.00	15,000.00
1,100	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	3,850.00
170	M-gals.	Sprinkling	3.00	510.00
0.55	mile	Preparation of Base	800.00	440.00
70	cu. yds.	3/4" - 0 Material in Binder Course	4.25	297.50
20	tons	Furnishing and Placing RS-2 Emulsified Asphalt	65.00	1,300.00
1,450	tons	Class "B" Asphaltic Concrete	10.00	14,500.00
40	cu. yds.	Aggregate in Seal Coat	6.00	240.00
		Subtotal		$ 54,952.50
		10% Engr. & Cont.		5,495.25
		Total		$ 60,447.75

Type Code X021
Bridge (Sta. 59+90 to 62+90)

All Required		Shoring, Cribbing, Etc.	$	$ 10,000.00
380	cu yds.	Excavation for structures	8.00	3,040.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
710	cu. yds.	Class "A" Concrete	65.00	46,150.00
162,000	lbs.	Metal Reinforcement	0.115	18,630.00
All Required		Remove Bridge and Provide for Traffic		6,000.00
		Subtotal		$ 83,920.00
		10% Engr. & Cont.		8,392.00
		Total		$ 92,312.00

Length of Roadway	0.552 mile
Length of Bridge	0.057 mile
Total Length	0.609 mile
Cost per mile, Roadway	$109,506.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 60,447.50	$34,031.00	$26,416.50
Bridge	92,312.00	51,969.00	40,343.00
	$152,759.50	$86,000.00	$66,759.50

RECEIVED
JUN [illegible] 1952
FOR FILING

June 30, 1952

Lindstrom Bros.,Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3715, which was awarded to you on May 26, 1952 by the State Highway Commission, covering Tualatin River (Fields Bridge) Section on the Oregon City-Wilsonville Highway in Clackamas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

S-121(1)
Contract 3715

NOTED
J. W. CATTRALL

May 29, 1952

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NO[illegible]
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are four copies each of the following maintenance agreement and encroachment resolutions:

Maintenance agreement and encroachment resolution covering the Tualatin River (Fields Bridge Section), Oregon Project S-121(1).

Encroachment resolution covering that portion of the Calapooya Creek-Sutherlin Section, Oregon Project S-216(3), within the City of Sutherlin.

Encroachment resolution covering that portion of the Newport-Toledo Section, Oregon Project BF-150(4), within the City of Newport.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

RECEIVED
MAY 29 1952
FOR FILING

3715

May 28, 1952

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission on Monday, May 26, 1952 awarded you Contract No. 3715 for the Tualatin River (Fields) Bridge project on the Oregon City-Wilsonville County Road, Clackamas County. This award was based on your low bid of $133,065.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mas
encl.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa, SIAC

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Mai 137

May 28, 1952

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Clackamas a fully executed copy of a Maintenance Agreement between the State Highway Commission and Clackamas County in connection with the Tualatin River (Fields Bridge) Section, Oregon Project S-121(1), of FAS Highway 120.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

Oregon Project S-121(1)
FAS Highway 120

RESOLUTION
No. 813

WHEREAS, a County Road in Clackamas County, State of Oregon, known as the Oregon City-Wilsonville County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

> **From highway engineer's survey station 36+59 in Section 3, T. 3S., R. 1E., W.M., northwesterly to highway engineer's survey station 69+00 in Section 34, T. 2S., R. 1E., W.M., a distance of 0.61 mile.**

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Oregon City-Wilsonville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 1st day of May, 1952.

Attest:

GUY H. PAGE, COUNTY CLERK

County Clerk

By Wallace R. Telford
County Judge

By
County Commissioner

By
County Commissioner

Form cc-12
Page 2

County, Oregon, that no encroachments will be permitted on the county road, known as the Oregon City-Wilsonville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 1st day of May, 1952.

Attest:

GUY H. PACE, COUNTY CLERK
Dep.
County Clerk

By Wallace R. Telford
County Judge

By
County Commissioner

By
County Commissioner

Form cc-12
Page 2

Oregon Project S-121(1)
FAS Highway 120

RESOLUTION

No. 813

WHEREAS, a County Road in Clackamas County, State of Oregon, known as the Oregon City-Wilsonville County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

> From highway engineer's survey station 36+59 in Section 3, T. 3S., R. 1E., W.M., northwesterly to highway engineer's survey station 69+00 in Section 34, T. 2S., R. 1E., W.M., a distance of 0.61 mile.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Oregon City-Wilsonville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 1st day of May, 1952.

Attest:
GUY H. PACE, COUNTY CLERK
County Clerk

By Wallace R. Telford
County Judge

By
County Commissioner

By
County Commissioner

RECEIVED
FOR FILING

OREGON DISTRICT

3415

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 26, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project No. S-121(1), Tualatin River (Fields) Bridge on the Oregon City-Wilsonville County Road, to Lindstrom Bros., Portland, Ore., low bidder in the amount of $133,065.00 at the May 26, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 29 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

Salem, Oregon
May 21, 1952

Mr. Forrest Cooper
Right-of-Way Engineer

[illegible]

Enclosed please find signed copies of real estate options file nos. 18788 and 18789; County Resolution #806 dated April 30, 1952, authorizing condemnation on the remaining three parcels; and a copy of a letter stating that condemnation proceedings have been filed.

This clears the right-of-way on the Fields Bridge project.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

NOTED
J. F. HAGEMANN

Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS
COUNTY COURT
COUNTY COURT HOUSE OREGON CITY, OREGON

May 15, 1952

Mr. John W. Cattrall
Engineer County and City Relations
State Highway Department
Salem, Oregon

Dear John:

The District Attorney's Office advised the Court today that they have filed the following condemnation suits for right-of-way easements on the Fields Bridge Project:

1. Portland General Electric Co.
2. Emma Vahl and Emil C. Vahl
3. G. L. Updegrove and Laurence M. Elliott.

This action, we believe, completes all matters pertaining to right-of-way easements for the above project.

Sincerely,

Wallace R. Telford Judge

Stan Skoko Comm.

Bob Jones Comm.

RECEIVED
MAY 20 1952
ENGINEER
COUNTY & CITY RELATIONS

WRT:mh

FORM 8-30X 25M 3-51 47190

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 1st,1952

SUBJECT: Clackamas Co. Condemnation
Fields Bridge Right of Way

To:
Mr. John W. Cattrall
City and County Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am sending you herewith an attested copy of Order No. 806, a resolution whereby Clackamas County has filed condemnation proceedings to secure right of way in connection with the Fields Bridge on the Oregon City-Wilsonville Highway, from Portland General Electric Company, Emil C. & Emma Wall, G. L. Uptegrove and Lillian Uptegrove, and Lawrence M. Elliott. Also attached are real estate options covering the purchase of right of way from Lizzie Babcock, and Charles and Kadie Laurs.

By securing these options and the filing of the condemnation suits, all right of way necessary for the construction of the Fields Bridge project has been provided for.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.
cc: H. G. Smith
G. S. Paxson

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS
COUNTY COURT
COUNTY COURT HOUSE · OREGON CITY, OREGON

RECEIVED
MAY 14 1952
ENGINEER
[illegible]

May 12, 1952

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear John:

Herewith enclosed you will find seven copies of the agreement and six copies of Resolution No. 813 pertaining to the Fields Bridge which have been attested by the County Clerk.

We noticed in Sunday's Oregonian that this job is coming up for bid this month which pleases us very much.

Respectfully,

Wallace R. Telford Judge

Stan Skoko Comm.

Bob Jones Comm.

WRT:mh
encl 13

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FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 9, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-121(1), Tualatin River (Fields) Bridge Section of the Oregon City-Wilsonville Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit the usual copies of county maintenance agreement and encroachment resolution prior to preparation of the project agreement estimate.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED

FORM E-90 25M 6-51 49719

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 2 1952
ENGINEER
COUNTY RELATIONS

Portland, Oregon
May 1st, 1952

SUBJECT: Clackamas Co. Condemnation
Fields Bridge Right of Way

To: Mr. John W. Cattrall
City and County Relations Engineer
State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

Dear Sir:

I am sending you herewith an attested copy of Order No. 806, a resolution whereby Clackamas County has filed condemnation proceedings to secure right of way in connection with the Fields Bridge on the Oregon City-Wilsonville Highway, from Portland General Electric Company, Emil C. & Emma Vahl, G. L. Uptegrove and Lillian Uptegrove, and Lawrence M. Elliott. Also attached are real estate options covering the purchase of right of way from Lizzie Babcock, and Charles and Kadie Laurs.

By securing these options and the filing of the condemnation suits, all right of way necessary for the construction of the Fields Bridge project has been provided for.

Yours very truly,

F T Young

NOTED
J. F. HAGEMANN

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.
cc: H. G. Smith
G. S. Paxson

RECEIVED
MAY 2 1952
ENGINEER
COUNTY RELATIONS

copy this letter and enclosures
forwarded to R/W May 2, 1952
Jw

N[illegible]
Harold C. Ayers

April 30, 1952

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Clackamas County Court

Oregon City, Oregon

Gentlemen:

The State Highway Commission plans to call for bids at its May meeting for the reconstruction of the Tualatin River (Fields bridge) section of the Oregon City-Wilsonville County Road. This project is to be partially financed with Federal funds, and in projects of this nature it is a requirement of the Bureau of Public Roads that a standard form of maintenance agreement and encroachment resolution be executed by the appropriate county court.

Enclosed are seven copies each of such an agreement and resolution. The maintenance agreement provides that Clackamas County will maintain the section of road to be reconstructed in a manner satisfactory to the B.P.R. The encroachment resolution provides that the County will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

It would be appreciated if the Court would consider the agreement and resolution at its earliest opportunity and if approved, return seven signed and attested copies of the maintenance agreement and six signed and attested copies of the encroachment resolution to this office. After signature by the State Highway Commission, a fully executed copy of the maintenance agreement will be returned for the County's records.

Also enclosed is a print of the road plan for this project. Detail sheets for the bridge are not available at this time; however, it will be a reinforced concrete girder bridge with a roadway width of 26 feet. Written approval by the Court of these plans is a further requirement of the B.P.R. Please send a letter signed by the Court indicating approval of the plans and specifications for the Tualatin River (Fields bridge) section, Oregon Project S-121(1), as prepared by the State Highway Commission.

In order that there will be no delay in the awarding of the contract, the signed copies of the agreement and resolution plus the letter of approval should be mailed so as to arrive in this office on or before May 12.

As soon as available a complete set of plans including the bridge details will be forwarded for the County's information and records.

It would be appreciated if you would advise us as to the status of the right of way acquisition for this project at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
J. W. CATTRALL

March 13, 1952

Clackamas County Court

Oregon City, Oregon

NOTED
J. F. HAGEMANN

FAS-120

Gentlemen:

Enclosed are five option forms in quintuplicate for property to be acquired by Clackamas County for the Fields Bridge Section of the Oregon City-Wilsonville County Road. The options cover the following parcels:

cond. option

Hwy. File No.	Name	Area
18785 ✓	Emil C. and Emma Vahl	0.40 acre
18786 ✓	Portland General Electric	0.19 "
18787 ✓	G. L. Uptergrove	0.13 "
18788 ✓	Lizzie Babcock	1.22 acres
18789 ✓	Charles Laurs and Kadie Laurs	34 square feet

Under separate cover we are forwarding two prints of Map No. 7B-12-5 showing the location of these parcels.

Please return to this office one copy of each signed option or deed when negotiations have been completed. This is necessary to comply with Bureau of Public Roads' regulations which require the Highway Commission to certify that all right-of-way has been obtained prior to award of a contract. As it is presently planned to accept bids for construction of this section at the April Highway Commission meeting, anything you can do to expedite this matter will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 6-51 48719

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1952

SUBJECT: Fields Bridge Section
(Market Road #14)
Oregon City-Wilsonville County Road
Clackamas County

To: Mr. John W. Cattrall
County & City Relations Eng'r.
OFFICE

Dear Mr. Cattrall:

Herewith are five county option forms in quintuplicate for property to be acquired by Clackamas County for the Fields Bridge Section of the Oregon City-Wilsonville County Road. This project is scheduled for letting in April, 1952. Also attached are two prints of map No. 7B-12-5.

NUMBER	NAME	AREA
18785	Emil C. and Emma Vahl	0.40 acre
18786	Portland General Electric	0.19 acre
18787	G. L. Uptergrove	0.13 acre
18788	Lizzie Babcock	1.22 acres
18789	Charles Laurs and Kadie Laurs	34 square feet

Very truly yours,

Earl F. Saling
EARL F. SALING

AE:je
Encl.

cc: Forrest Cooper

RECEIVED
MAR [illegible] 1952
ENGINEER
[illegible]

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

October 4, 1951

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

COPY

Dear Mr. Baldock:

Attached is a copy of a letter given the Court this day by Mr. Cattrall. We have discussed the terms of the letter and are anxious to see the work started on Items 2 and 3, namely projects (FAS 120) and (FAS 140). We have asked for a hearing with the Highway Commission, which you have granted, to discuss the possibility of having the funds provided for the Kellogg Creek bridge spent on a project we feel more important to Clackamas County and on the system. We have stated our willingness to make whatever concessions necessary to receive this consideration and request. We do not wish to delay work on Items 2 and 3 by this request. For this reason and by this letter we are approving Items 2 and 3.

We are scheduled to appear at the Highway Commission October 12th and will see you there.

COPY

Respectfully,

/s/ Wallace R. Telford Judge

____________________, Commissioner

/s/ Bob Jones, Commissioner.

Bj:rl
cc:4

NOTED
J. W. CATTRALL

October 3, 1951

Clackamas County Court

Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

The Federal Aid Highway Act of 1950 provides that projects to be constructed with Federal Aid Secondary funds shall be selected by "the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following projects in Clackamas County for construction from the Federal Aid Secondary fund as indicated.

FEDERAL FISCAL YEAR 1953 FUND

1.	County Road (FAS 119) - Bridge over Kellog Creek	$ 50,000
2.	County Road (FAS 120) - Bridge over Tualatin River	100,000
3.	State Highway No. 171 (FAS 140) - Eagle Creek line change, 0.6 mile; grade, pave, and bridge over Eagle Creek - proj completed 10-15-52	225,000

If the Clackamas County Court concurs in the selection of the above projects, please indicate so by signing the second copy of this letter in the space provided and returning same to this office.

It would be appreciated if the Court will give this matter its immediate attention so that we may proceed with the surveys and preparation of plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

COUNTY COURT OF CLACKAMAS COUNTY

Date ______________________

____
Judge

____
Commissioner

____
Commissioner

[illegible]D
[illegible] yers

BF-135(5) Gnat Cr.-Bradley Park Sec., 1952
Columbia River Hwy., E. of
#3716 Astoria

Form PR 2 (Revised 1950)

1141

State Oregon

Federal Aid Bond Issue Project No. BF-135(5)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1952, a program, which was approved on the 28th day of March, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 9th day of May, 1952; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred sixty-two thousand, five hundred and 00/100 dollars ($362,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds authorized by Chapter 491, Oregon Laws 1951, viz.:

(Include date and citation of act of legislature by which authorized)

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Mar. 1, 1953	Mar. 1, 1954

~~(b) From other sources~~

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NW 1/4, Section 19, T. 8 N., R. 6 W., W.M., and survey station 105+00 in the SW 1/4, Section 16, T. 8 N., R. 6 W., W.M., without exception,

, length 1.989 miles, in Clatsop County, being Oregon Federal Aid / Bond Issue project No. BF-135(5), consisting of 1.989 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred sixty-two thousand, five hundred and 00/100 dollars ($362,500.00), which does not exceed the authorized Federal pro rata share of five hundred eighty-four thousand, seven hundred eighty-four and 20/100 dollars ($584,784.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid Project
No. BF-135 (5)

GNAT CREEK-BRADLEY PARK SECTION

OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code 0010
Roadway (Sta. 0+00 to 105+00)(Contract No. 3716)

All Required		Clearing and Grubbing		$ 44,000.00
560	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,800.00
30	cu. yds.	Trench Excavation, Unclassified	10.00	300.00
319,000	cu. yds.	General Excavation, Location "A", Unclassified	0.88	280,720.00
395,000	cu. yds.	General Excavation, Location "B", Unclassified	0.27	106,650.00
2,537,000	yd. sta.	Short Overhaul	0.01	25,370.00
37,100	C-yd. sta.	Long Overhaul	0.50	18,550.00
1.99	miles	Finishing Roadbed and Slopes	1,200.00	2,388.00
13,000	lin. ft.	Rounding Cutbanks	0.15	1,950.00
440	lin. ft.	8-inch Perforated Metal Pipe, Coated	3.00	1,320.00
40	cu. yds.	3/8" - 0 Backfill in Drains	7.00	280.00
60	lin. ft.	12-inch Concrete Pipe	2.30	138.00
770	lin. ft.	18-inch Concrete Pipe	4.00	3,080.00
130	lin. ft.	36-inch Concrete Pipe	9.30	1,209.00
160	lin. ft.	24-inch Extra Strength Concrete Pipe	6.30	1,008.00
30	lin. ft.	Salvaging Culvert Pipe	2.50	75.00
500	cu. yds.	Class "A" Concrete	45.00	22,500.00
127,600	lbs.	Metal Reinforcement	0.09	11,484.00
600	M-gal.	Sprinkling	3.00	1,800.00
1,200	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	5.00	6,000.00
			Subtotal	$531,622.00
			10% Engr. & Cont.	53,162.20
			Total	$584,784.20

Length of Roadway	1.989 miles
Cost per mile, Roadway	$294,009.15

Federal Funds- -	$363,000.00
State Funds- -	221,784.20
	$584,784.20

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939; Chap. 491, Laws 1951;
Chap. 20, Laws 1953
State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department Federal Aid Project No. EF-135 (5)

GNAT CREEK-BRADLEY PARK SECTION

OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 7, 1952

Type Code 0010
Roadway (Sta. 0/00 to 105/00)

All Required		Clearing and Grubbing		$ 35,000.00
560	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,680.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
319,000	cu. yds.	General Excavation, Location "A", Unclassified	0.80	255,200.00
395,000	cu. yds.	General Excavation, Location "B", Unclassified	0.35	138,250.00
2,537,000	yd. sta.	Short Overhaul	0.015	38,055.00
37,100	C-yd. sta.	Long Overhaul	0.50	18,550.00
1.99	miles	Finishing Roadbed and Slopes	800.00	1,592.00
13,000	lin. ft.	Rounding Cutbanks	0.20	2,600.00
440	lin. ft.	8-inch Perforated Metal Pipe, Coated	2.25	990.00
40	cu. yds.	3/8" - 0 Backfill in Drains	6.00	240.00
60	lin. ft.	12-inch Concrete Pipe	2.50	150.00
770	lin. ft.	18-inch Concrete Pipe	3.50	2,695.00
130	lin. ft.	36-inch Concrete Pipe	11.00	1,430.00
160	lin. ft.	24-inch Extra Strength Concrete Pipe	6.50	1,040.00
30	lin. ft.	Salvaging Culvert Pipe	2.00	60.00
500	cu. yds.	Class "A" Concrete	65.00	32,500.00
127,600	lbs.	Metal Reinforcement	0.15	19,140.00
600	M-gal.	Sprinkling	3.00	1,800.00
1,200	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	4.50	5,400.00
			Subtotal	$556,462.00
			10% Engr. & Cont.	55,646.20
			Total	$612,108.20

Length of Roadway 1.989 miles
Cost per mile, Roadway $307,746.70

Federal Funds-	$335,000.00
State Funds-	277,108.20
	$612,108.20

RECEIVED
MAR 22 1954
FOR FILING

March 15th, 1954

FINAL COST ANALYSIS

Gnat Creek-Bradley Park Section
Contract #3716
dF-[illegible]

Grading & Box Culvert
Peter Kiewit Sons' Co., Contractor
D. C. King, Resident Engineer

Columbia River Highway
Prefix 4-1061-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	100%	$44,000	$ 40,056.10	$ 44,000.00
Struct. Excavation, Unclassified	906.64	Cu. Yd.	3.73	5.00	3,385.80	4,533.20
Trench Excavation, Unclassified	22.69	" "	4.31	10.00	97.80	226.90
Gen'l. Excav. Loc. "A", Unclassified	307,578.8	" "	0.67	0.88	205,668.45	270,669.34
Gen'l. Excav. Loc. "B", Unclassified	388,625.7	" "	0.337	0.27	130,906.80	104,928.94
Short Overhaul	2,400,459.8	Yd. Sta.	0.011	0.01	25,371.50	24,004.60
Long "	40,969.3	C-Yd. Sta.	0.43	0.50	17,464.70	20,484.65
Finish R/B & Slopes	1.88	Mile	1258.00	1200.00	2,365.35	2,256.00
Rounding Cutbanks	14,500	Lin. Ft.	0.157	0.15	2,279.75	2,175.00
8" Perf. Metal Drain Pipe, Coated	1,652	" "	2.03	3.00	3,344.00	4,956.00
3/8"-0" Backfill in Drains	232.5	Cu. Yd.	7.87	7.00	1,830.40	1,627.50
12" Concrete Pipe	189	Lin. Ft.	2.03	2.30	384.05	434.70
18" " "	471	" "	3.36	4.00	1,584.65	1,884.00
36" " "	117	" "	8.59	9.30	1,004.90	1,088.10
24" Concrete Pipe, Extra Strength	180	" "	5.41	6.30	973.30	1,134.00
Class "A" Concrete	479.49	Cu. Yd.	35.87	45.00	17,199.36	21,577.05
*Metal Reinforcement	116,372	Lb.	0.0857	0.09	9,976.00	10,473.48
Sprinkling	18	M/Gal.	2.41	3.00	43.40	54.00
3/4"-0" Mat'l. in Level Course	627	Cu. Yd.	5.50	5.00	3,454.30	3,135.00
PA #1, Cement Adjust., Favor of State	17.3	Bbl.	4.46		- 77.16	- 77.16
PA #2, Clearing and Grubbing	1.322	Acre	739.30	100.00	977.35	1,322.00

Item	Quantity	Unit	Unit Cost	Un. Bid	Total Cost	Gross Revenue
PA #3, Furn. & Install 6" Perf. Metal Drain Pipe, Asphalt Coated	640	Lin. Ft.	$1.77	$2.50	$ .50	$ 1,600.00
PA #4, Drilling & Shooting Solid Rock	8,678.9	Cu. Yd.	0.31	0.44	2,691.60	3,818.72
PA #5, Clearing & Grubbing Borrow Area	1.644	Acre	826.75	1000.00	1,359.20	1,644.00
Force Account					2,187.60	2,429.97
Sale of Logs (Cost Included in Clearing Item #1)					————	3,513.00
					$475,487.95	$533,892.99

Gross Revenue	$533,892.99
Total Cost	475,487.95
Net Profit	$ 54,892.04

Net Profit Equals 10.3% of Gross Revenue

* Metal reinforcement subcontracted to Soule Steel.

Detail of Cost

Gnat Creek-Bradley Park Section
Contract #3716

Grading
Peter Kiewit Sons' Co.
D. C. King, Resident Engineer

Columbia River Highway
Prefix 4-1061-201(41)

Labor:			
Labor		$180,937.00	
Labor Insurance		10,494.35	
			$191,431.35
Materials:			
6" Perf. Asphalt-dipped Pipe	640 Lin. Ft. at $1.18	$ 757.00	
8" Perf. Asphalt-dipped Pipe	1,652 " " " 1.48	2,448.00	
12" Concrete Pipe	189 " " " 1.15	217.35	
18" " "	471 " " " 2.15	1,012.65	
36" " "	117 " " " 5.85	684.45	
42" Concrete Pipe, Extra Strength	180 " " " 3.45	621.00	
3/8"-0" Backfill Mat'l.	232.5 Cu. Yd. " 5.50	1,279.00	
Ready Mix	479.49 " " " 19.88	9,532.26	
3/4"-0" Mat'l. in Level Course & Shoulders	627 " " " 5.00	3,135.00	
			19,684.71
Equipment Rental, Supplies & Misc.:			
Equipment Rental		$166,560.20	
Gas, Oil & Grease		22,701.00	
Bond		3,190.00	
P.L. & P.D. Insurance		2,392.89	
Explosives		21,863.00	
Move In, Freight & Cartage		11,757.00	
General Overhead		18,783.00	
Small Tools & Misc. Supplies		7,173.00	
			254,420.09
Subcontractor:			
Soule Steel Co., Metal Reinforcement 116,372 Lbs. at $0.0855 (Deliver, Place and Tie)			9,949.80
Total Cost..........................			$475,487.95

Remarks:

This was a "Regular Federal Aid Project" calling for the grading of 1.99 miles of highway roadbed and 0.66 mile of detour roads, involving approximately 700,000 cu. yds. of excavation and the construction of one reinforced concrete box culvert on the Columbia River Highway, Gnat Creek-Bradley Park Section in Clatsop County, Contract #3716.

The project was bid and awarded May 26th, 1952, work was started June 6th, 1952, and completed October 15th, 1953.

Clearing consisted of second growth fir, alder and heavy brush. From two to five D-8 tractors with clearing dozers, two power saws and from six to ten men worked two months on the major portion of the clearing, with the remainder being handled as the grading progressed.

Structural excavation and the laying of the pipe was handled by a 3/4 cu. yd. Northwest shovel and a pipe crew of four men. Pipe prices were high throughout, good progress resulting in good profit on structural excavation, concrete pipe and perforated metal drain pipe, asphalt-coated.

The grading consisted of 307,600 cu. yds., mostly rock, in Location "A", and 388,600 cu. yds., mostly sand and loose rock, in Location "B". Excavation was made difficult due to the extreme elevation between excavation and fill areas, the pioneering of haul roads and the fact that the equipment could not negotiate the inclines without being pushed when empty. This condition was particularly true at the Hunt Creek fill over the box culvert. Location "A" was mostly drilled with a 9" Bucyrus Erie churn drill. 91,497 pounds of explosives were used on approximately 200,000 cu. yds. of solid rock. The percentage of solid encountered was considerably less than the contractor anticipated. From Station 105 to 115 undesirable saturated fill material was encountered but, due to lack of a place to waste it, relieved the contractor of the responsibility of moving approximately 70,000 cu. yds. that would have proved very expensive due to the unstable condition of material. This material will be excavated on a future contract where desirable waste areas are available, and this contract was, therefore, shortened about 1,000 feet. Grading operations were handled very well by the contractor.

Equipment used by the contractor: 2½ cu. yd. 80-D shovel, 1 cu. yd. Northwest shovel, four 15 cu. yd. Euclid trucks, six 1½-ton flatbed trucks, three DW-20's with scrapers, one HD-20, Three D-8's with carryalls, three D-8's with dozers, 29T-9" Bucyrus Erie churn drill and dresser, two wagon drills, two compressors, four pickups, #12 caterpillar patrol, roller, ripper, five light plants, shop trailer, office trailer and various small tools and equipment.

Soule Steel Company was the only subcontractor on the job, to furnish, place and tie metal reinforcement in box culvert.

This project was well handled with competent supervision. The equipment used was in good state of repair or new and required a minimum of repairs. An underrun in the expected quantities of solid on Location "A" resulted in a good profit to the contractor.

E. H. Clymer
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3716	13-final	PETER KIEWIT SONS CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2377	R-87219	$ 15,339.96	2/11/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wicklander
ACCOUNTING DIVISION

Specified completion Date: June 30, 1953

Time Extensions: To Oct. 15, 1953 without penalty

Completion Date: Oct. 15, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
A A Wicklander

[illegible] ON CARD
[illegible]

RECEIVED
FEB 3 - 1954
FOR FILING

[illegible]

3716

February 3, 1954

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 3716 for grading on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County was completed by the contractor, Peter Kiewit Sons' Co., on October 15 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $15,389.96 will be released to the contractor on or after February 13, 1954. The total contract amount is $530,379.96, of which amount $2429.97 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Son
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
2-3-54 g

FOR [illegible]

3716

December 15, 1953

Central Surety & Insurance Corp.,
P. O. Box 207
Kansas City 10
Missouri

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Company on contract No. 3716, covering grading on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

This payment in the amount of $7,309.35 will be released to contractor on or after December 26, 1953. The retained percentage is $15,927.53.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do
cc: C. A. Tomassens & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

Noted on card
gl

Form E-1—10M—11-51

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 5, 1953

Section Gnat Creek to Bradley Park

Kind of work Grading

Highway Columbia River

Section prefix 4-1061

Contractor Peter Kiewit Sons' Co

Contract number 3716

Date of contract May 26, 1953

Date of completion October 15, 1953

Date work started June 6, 1953

Estimated date of completion ......, 19...

Amount of contract $ 563,695.99

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 537,296.36

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 22,500.00, 51 %

Date project was completed October 15, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The survey party worked two days on this project running precise levels and setting right of way monuments.

Three days were spent in running third order levels on the Astoria Airport Section of the Oregon Coast Highway.

Johnson and Huffman were transfered on Dec. 1st from A. Duffys' party. Both men have a large amount of exchange time so they are both on exchange time this week.

Callaway is still on sick leave with a back injury.

NOTED
H. G. SMITH

RECEIVED
DEC -7 1953
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
FORREST COOPER

Signed O. C. King

Address P. O. Box 843 Astoria, Oregon

NOTED
B. A. MARTIN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.99				
Miles partially completed					
Miles completed	1.99				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	rain		
Wednesday	rain		
Thursday	showers		
Friday	showers		
Saturday			

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NOV 27 1953
FOR FILING

RF-[illegible]

[illegible]

November 27, 1953

Central Surety and Insurance Corp.
P. O. Box 207
Kansas City 10, Missouri

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Company a portion of the funds heretofore retained by the Commission on Contract No. 3716 covering grading work on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

This payment in the amount of $53,257.85 reduced the retained percentage to three percent of the total amount earned by the contractor or the sum of $15,701.46. The present payment will be released on or after December 7, 1953.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Noted on card
MD

RECEIVED
NOV 30 1953
FOR FILING

BF-135 (5)

3716

November 25, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are five copies of Materials Report, Form PR-47-A, as prepared by our engineer on Contract No. 3716, Gnat Creek-Bradley Park Section, in Clatsop County, Federal Project No. BF-135 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

Encl.

RECEIVED
OCT 26 1953
FOR FILING

BF-135(5)

3716

October 21, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed October 15, 1953 on Contract No. 3716, Gnat Creek-Bradley Park Section, in Clatsop County, in connection with Federal Aid Project No. BF-135 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:sc

cc: John Cattrall

RECEIVED
JUL 30 1953
FOR FILING

RF-13-(6)
3716

July 29, 1953

Peter Kiewit Sons' Co.
8th & Douglas Streets
Longview, Wash.

Gentlemen:

The State Highway Commission, at its meeting held on July 22, 1953, had under discussion your request for an extension of time from June 30 to October 15, 1953, within which to complete your contract No. 3716 for grading on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

D. C. King,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

[illegible]

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FOR FILING

PF-1[illegible]

July 13, 1953

Request for extension of time
No. 2
August 6 and 7 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Peter Kiewit Son's Company on extension of time on Contract No. 3716, Goat Creek-Bradley Park Section on the Columbia River Highway from June 30, 1953 to October 15, 1953.

Extremely wet weather during the winter and spring months has kept the contractor from doing work of any moment. He has attempted to operate but the materials were so wet that it was impossible to accomplish anything on the job.

I recommend that the extension be granted without penalty, and Mr. C. C. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment
cc
H. G. Smith

HGS lg

RECEIVED
JUN 22 1953
FOR FILING

June 18, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in extension of time on Contract No. 3716, Goat Creek-Bradley Park Section of the Columbia River Highway, Oregon DF-135(5), from June 30, 1953 to October 15, 1953 to Peter Kiewit Son's Company, contractors.

Extremely wet weather during the winter and spring months has kept the contractor from doing any work of any moment. He has attempted to operate but the materials were so wet that it was impossible to accomplish anything on the job.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

WCW:js

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FOR FILING

FORM 2-50 3SM 8-51 82315

Bf-135(5)

2716

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3rd, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

When I was in Astoria recently Judge Boyington heard I was in town and called me concerning the continuation of the Bradford-Clifton County Road to intersect the Gnat Creek-Bradley Park Section at Station 57+10 in a manner to afford a better entrance for this county road and to eliminate a considerable distance of the old highway, which they thought would be unduly expensive to maintain.

The length of this connection is about 1,000 feet, and the estimated cost for an 18-foot asphaltic concrete pavement 2 inches thick with 4-foot shoulders placed on 16 inches of rock is $6,000. Map is attached.

There apparently are sufficient contingency funds in the Gnat Creek-Bradley Park Section to do this job, and I recommend we be authorized to make the necessary arrangements with the contractor, as the Clatsop County Court is very anxious that it be done.

Judge Boyington asked to be advised of our decision in the matter.

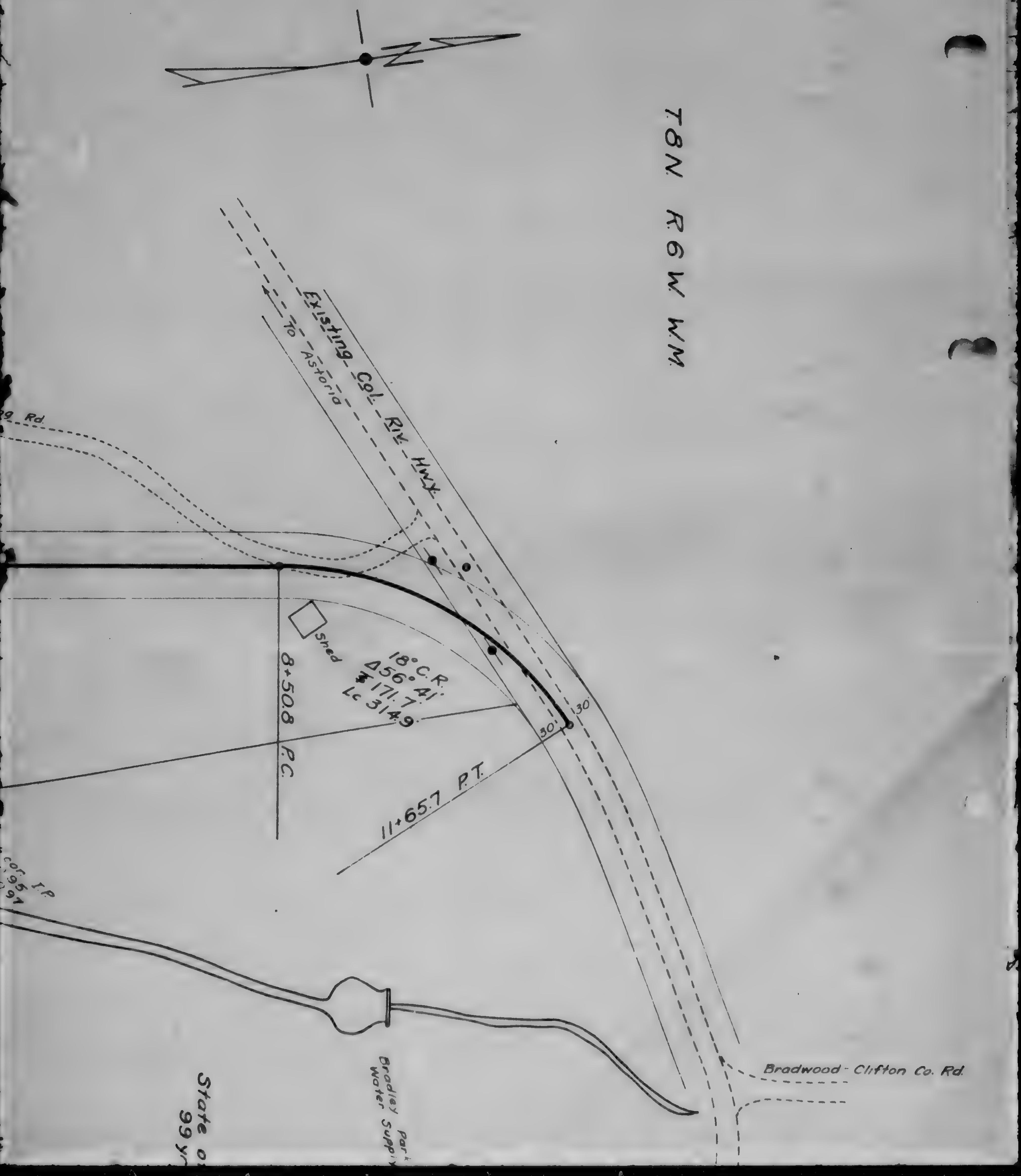
Walker handling verbally.
WCW.

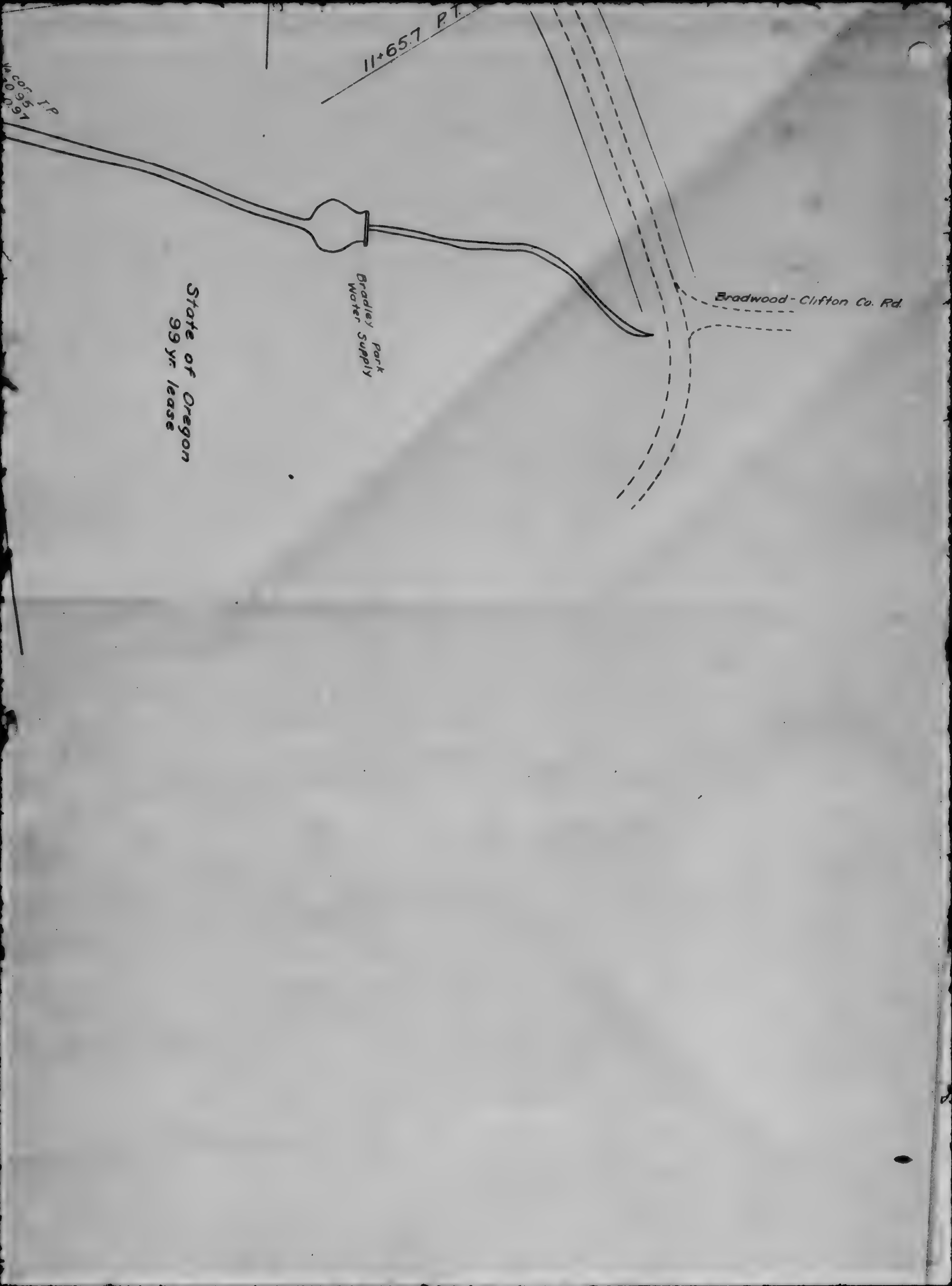
Very truly yours,

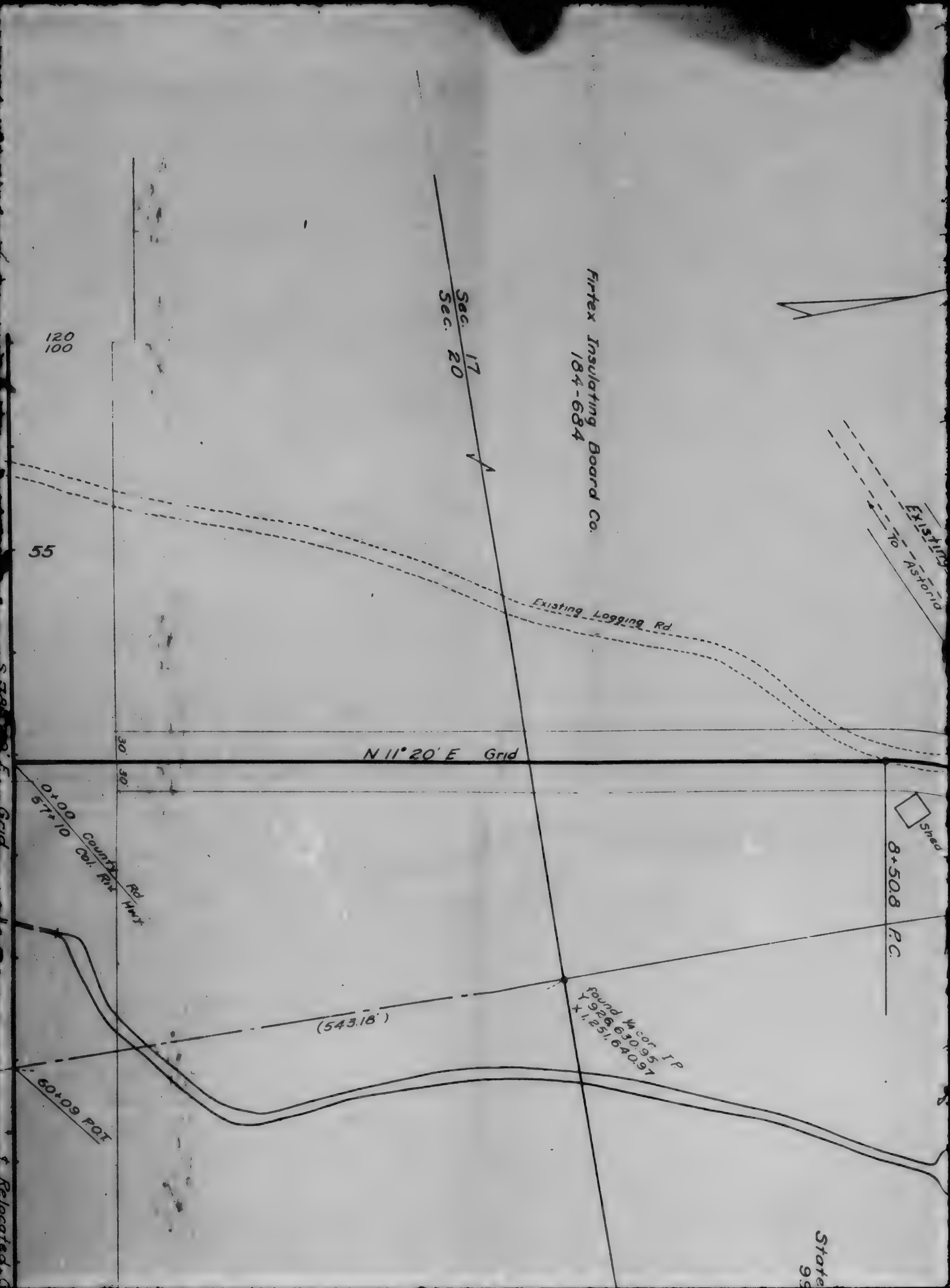
H G Smith
H. G. Smith
Construction Engineer

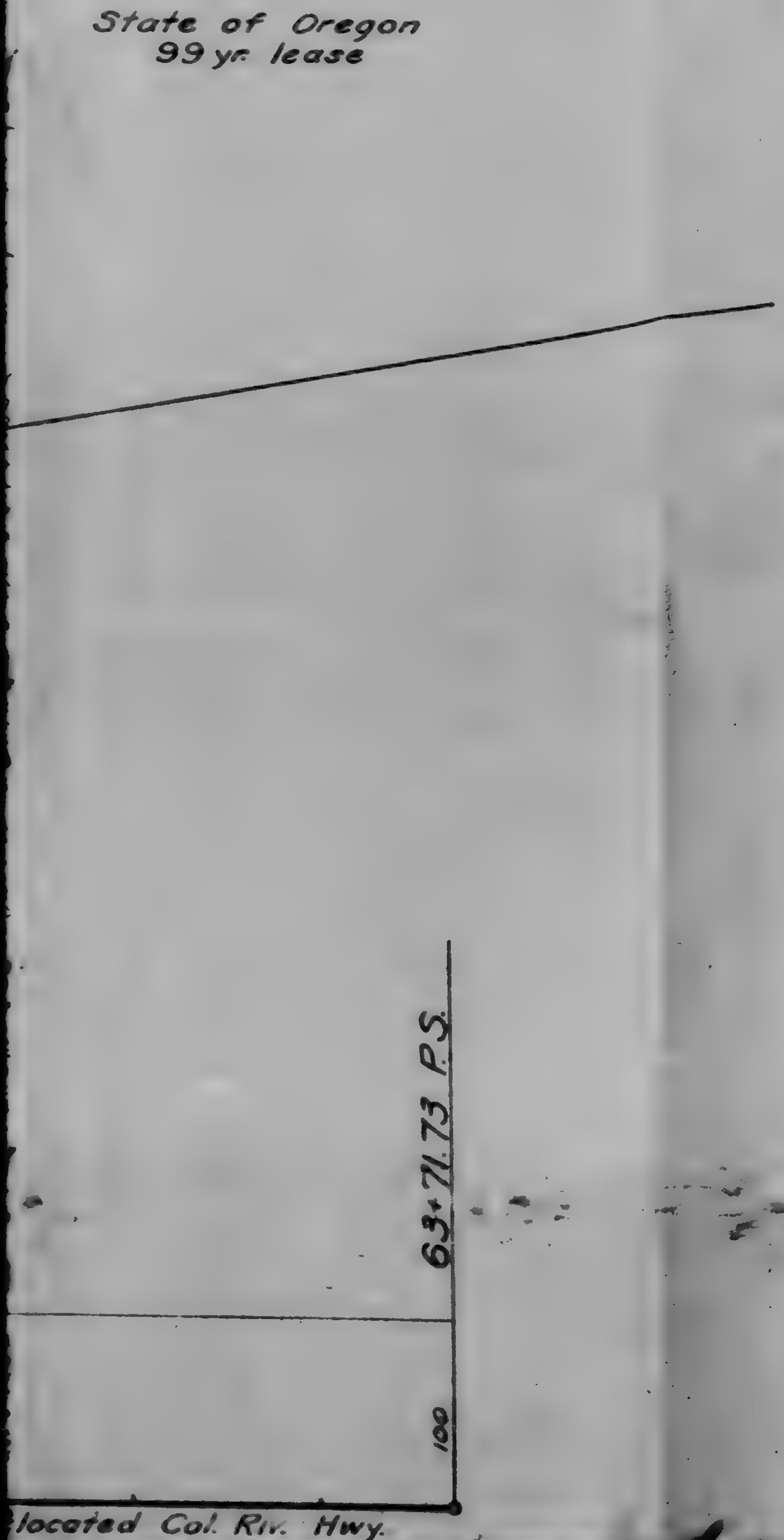
HGS:AR
Enc.

RECEIVED
MAR 4 1953
OFFICE OF
STATE HIGHWAY ENGINEER

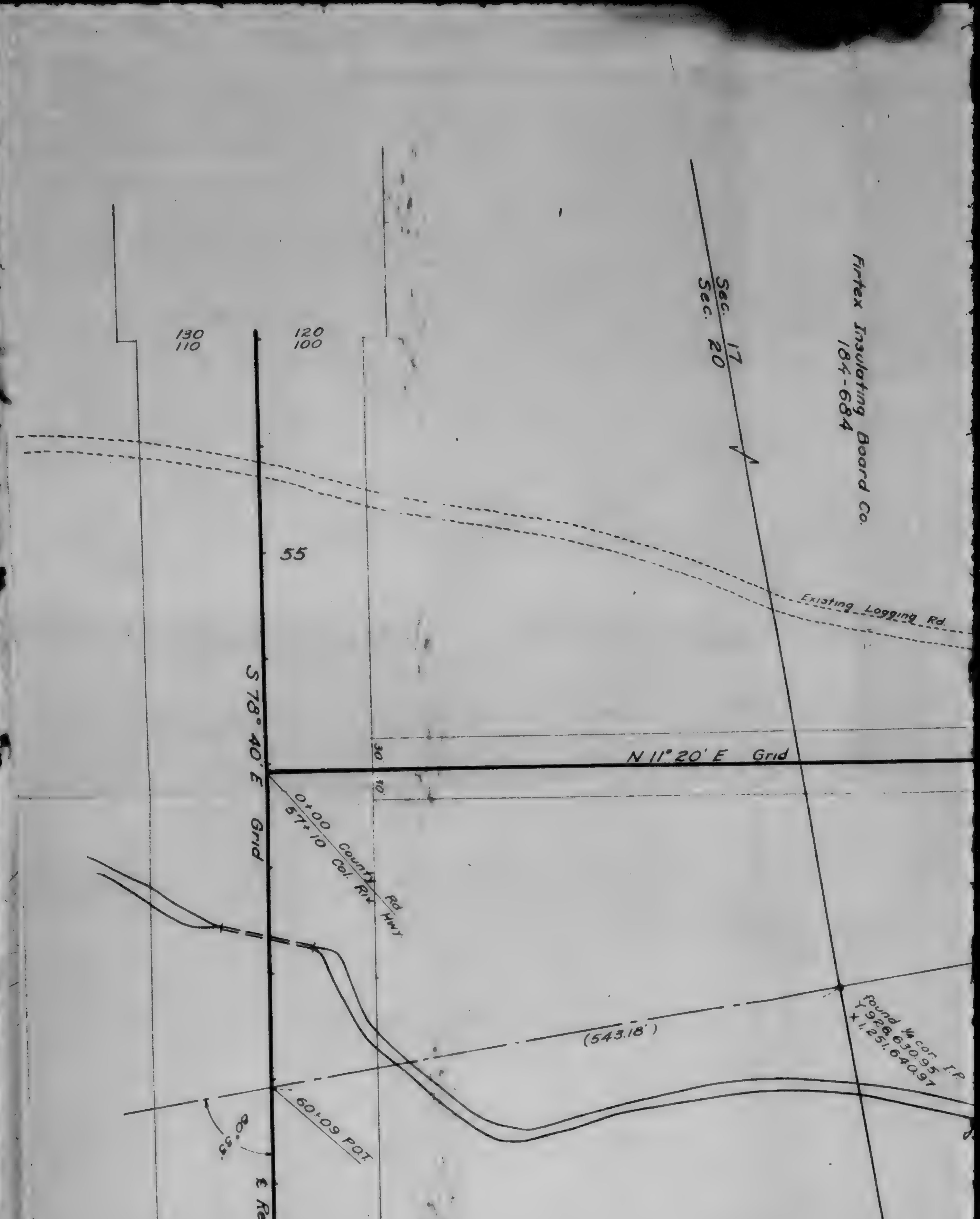

T8N R6W W.M.
Existing Col. Riv. Hwy.
To Astoria
..g Rd.
shed
18° C.R.
Δ56° 41'
T 171.7
Lc 314.9
8+50.8 P.C.
30'
30'
11+65.7 P.T.
Cor. I.P.
95.1
99.1
Bradwood - Clifton Co. Rd.
Bradley Park Water Supply
State o
99 yr

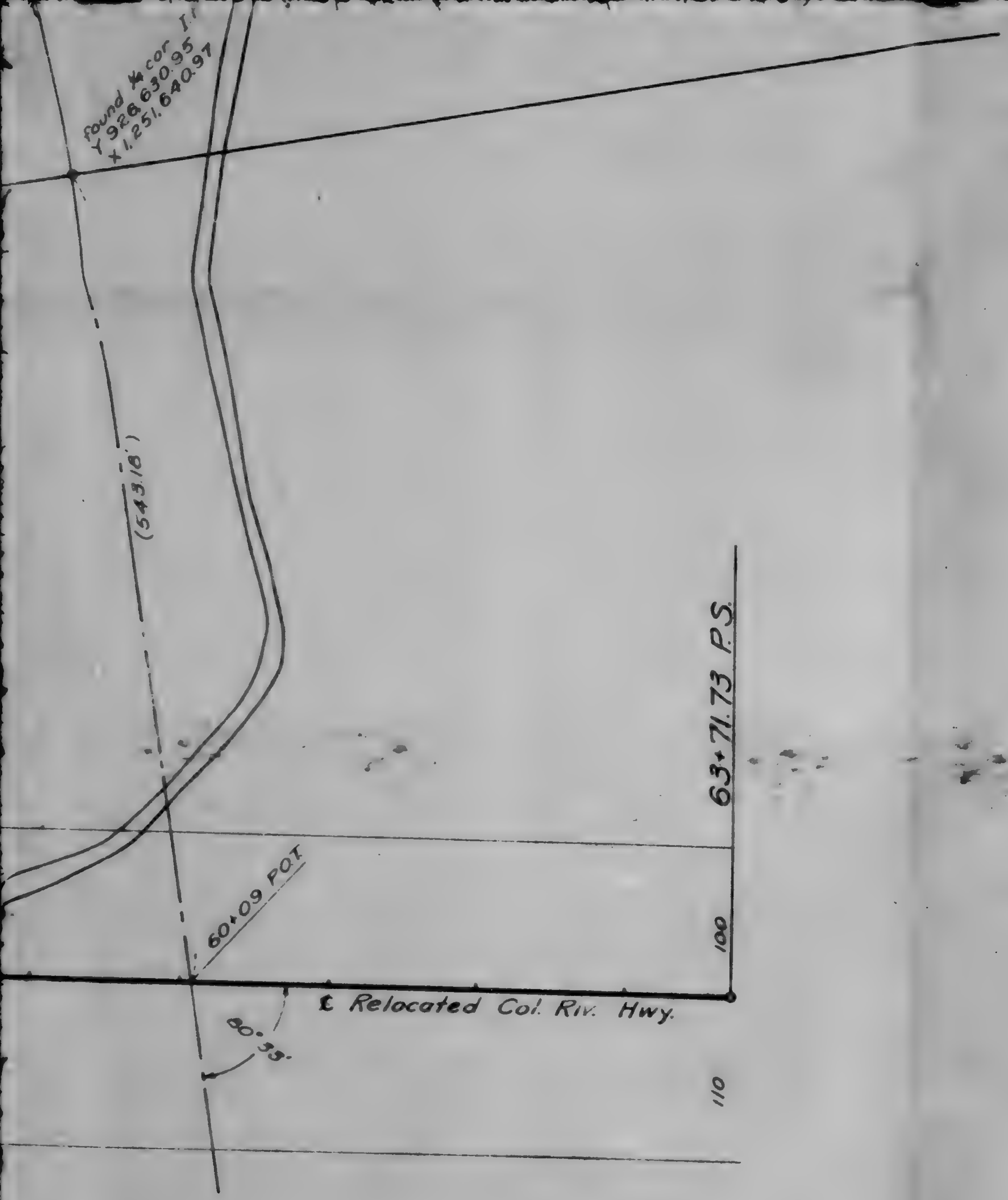

11+65.7 P.T.
¼ cor. I.P.
95
0.91
Bradley Park Water Supply
State of Oregon 99 yr. lease
Bradwood - Clifton Co. Rd.


Firtex Insulating Board Co.
184-684
Sec. 17
Sec. 20
120
100
55
Existing Logging Rd.
Existing
To Astoria
N 11° 20' E Grid
30'
30'
0+00 County Rd
67+10 Col. Riv. Hwy
shed
8+50.8 P.C.
(543.18')
Found ¼ cor. I.P.
Y 926,630.95
X 1,251,640.97
60+09 POT
S 78
E Grid
℄ Relocated
State
9



Oregon State Highway Dept.
Proposed Connection Road to
Bradwood - Clifton County Road
GNAT CR. - BRADLEY PK. SEC.
Columbia Riv. Hwy.
Clatsop County
Scale 1" = 100' Feb. 1953
D.C. King Res. Eng.


Firtex Insulating Board Co.
184-684
Sec. 17
Sec. 20
130
110
120
100
55
Existing Logging Rd.
S 78° 40' E Grid
N 11° 20' E Grid
30
30
0+00 County Rd
57+10 Col. Riv. Hwy
(543.18')
found ¼ cor. I.P.
Y 926,630.95
X 1,251,640.97
60+09 P.O.T.
80°35'
℄ Relocated Co



Oregon State Highway Dept
Proposed Connection Road to
Bradwood - Clifton County Road
GNAT CR. - BRADLEY PK. SEC.
Columbia Riv. Hwy.
Clatsop County
Scale 1" = 100' Feb. 1953
D.C. King Res. Eng.

RECEIVED
FOR FILING

June 30, 1952

Peter Kiewit Sons' Co.
8th and Douglas Streets
Longview, Washington

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on May 26, 1952 by the State Highway Commission, as follows:

Contract No. 3716, for grading on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

Contract No. 3719, covering the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County.

An executed copy of each of the above contracts is also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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[illegible]
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June 10, 1952

NOTED
W. C. WILLIAMS

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 5, 1952 on Contract No. 3716, Gnat Creek-Bradley Park Section, in connection with Federal Aid Project No. BF-135 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DSP:tp

RECEIVED
MAY 29 1952
FOR FILING

3716

May 28, 1952

Peter Kiewit Sons' Company
P.O. Box 491
Longview, Washington

Gentlemen:

The State Highway Commission on Monday, May 26, 1952 awarded you Contract No. 3716 for the project on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County. This award was based on your low bid of $531,622.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

3416

May 26, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project No. BF-135(5), Gnat Creek-Bradley Park Section of the Columbia River Highway, to Peter Kiewit Sons Co., Longview, Washington, low bidder in the amount of $531,622.00 at the May 26, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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MAY 29 1952
OREGON
STATE HIGHWAY COMMISSION

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OREGON DISTRICT
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 9, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-135(5), Gnat Creek-Bradley Park Section of the Columbia River Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

FI-189(10) Chenoweth Park Overcrossing, 1952
Pacific Hwy. near Oakland
#3717

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 20, 1953

F1-184(10)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3717	6-final	SCHRADER CONSTRUCTION CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2781	R-60450	1$218.60	2/19/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1952

Time Extensions: to Feb. 1, 1953

Completion Date: Jan. 10, 1953

Date Accepted: Jan. 21, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-25-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

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F1-129(10)

[illegible]

February 6, 1953

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 3717 for work performed on the Chenoweth Park Overcrossing on the Chenoweth Park Connection in Douglas County was completed by the contractor, Schrader Construction Co., on January 10 and was formally accepted by the Highway Commission on January 21, 1953.

Final payment in the amount of $1,218.60 will be released to the contractor on or after February 16, 1953. The total contract amount is $27,759.04, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor on this project. Please acknowledge this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pacific Underwriters
741 12th St.
Beaverton, Oregon

NOTED ON CARD

2-6-53 g

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3717

January 14, 1953

Schrader Construction Co.
4030 S. E. Kelly
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 6, 1953, had under discussion your request for an extension of time of 62 days, from November 30, 1952 to and including February 1, 1953, within which to complete your contract No. 3717 for constructing Chenoweth Park Overcrossing on the Chenoweth Park Connection in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

H. H. McClure,
Resident Engineer

G. S. Paxson,
Bridge Engineer

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DEC 22 1952
FOR FILING

F1-117[illegible]

[illegible]

December 16, 1952

State Highway Commission

Request for extension of time
No. 11
January 6, 1953 meeting.

Gentlemen:

Re: Chenoweth Park Overcrossing
Contract 3727
Schrader Construction Company,
Contractor

Herewith a request for an extension of time, from November 30, 1952 to and including February 1, 1953, in which to complete the work on the Chenoweth Park Overcrossing of US99 in Douglas County.

The site of this structure is over a deep cut through which the relocated US99 runs. No work could be done on the structure until the grading contractor completed the excavation through the cut. The contract was awarded on May 26, 1952, but the cut was not completed and the bridge contractor could not start work until July 29, 1952.

In view of this delay it is recommended that the extension requested be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:fw

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June 18, 1952

Schrader Construction Co.
4030 S. E. Kelly
Portland 2, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3717, which was awarded to you on May 26, 1952 by the State Highway Commission, covering Chenoweth Park Overcrossing on the Chenoweth Park Connection Highway in Douglas County.

We are also mailing an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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J [illegible] 1952
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
[illegible]

27 1

May 27, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project FI-189(10), Oakland Junction Grade Separation Structure on the Pacific Highway near Oakland, to Todd Building Co., Roseburg, Oregon, low bidder in the amount of $43,480.00 at the May 27, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 29 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1952
FOR FILING

3717

May 26, 1952

Schrader Construction Company
4030 S. E. Kelly
Portland 2, Oregon

Gentlemen:

The State Highway Commission on Monday May 26, 1952 awarded you Contract No. 3717 for the Chenoweth Park Overcrossing Project on the Pacific Highway in Douglas County. This award was based on your low bid of $28,140.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

BFI-174(17) Hood River-Mosier Sec., 1952
Columbia River Hwy.
#3718

R H Baldock

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MAY 1 9 1954
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(F1-[illegible])

Hood River-Mosier Section
Contract #3718
Br1-35(8)
3715

May 6th, 1954

FINAL COST ANALYSIS
Paving
Warren Northwest Co., Inc., Contractor
A. V. Benedict, Resident Engineer

Columbia River Highway
Prefix 14-1025

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Struct. Excav., Unclass.	167.1	Cu. Yd.	$3.00	$3.40	$ 568.57	$ 501.30
Embankment in Place	13,089.7	" "	0.85	0.59	7,766.25	11,126.25
12" Concrete Pipe	710	Lin. Ft.	2.00	1.49	1,058.63	1,420.00
Special Type "B" Manholes	2	Each	250.00	101.10	202.20	500.00
Concrete Catch Basins	6	"	65.00	70.35	422.14	390.00
Adjustment of Manholes	2	"	25.00	8.30	16.59	50.00
1" Galv. Iron Pipe	107	Lin. Ft.	0.50	0.658	70.41	53.50
Concrete Curbs	11.95	Cu. Yd.	55.00	57.95	692.48	657.25
Concrete Traffic Separator	49.56	" "	42.00	44.88	2,224.19	2,081.52
1" Electrical Conduit	304	Lin. Ft.	0.75	0.636	193.45	228.00
Recesses for Traffic Control Markers	100%	All	150.00	All	110.91	150.00
1¼"-0" Rock in Base	19,185	Cu. Yd.	1.75	1.685	32,330.00	33,573.75
3/4"-0" Rock in Base and Shoulders	20,212	" "	2.25	1.98	39,969.54	45,477.00
Sprinkling	3,176	M/Gal.	2.50	1.77	5,615.31	7,940.00
Preparation of Base	7.44	Mile	200.00	155.48	1,156.77	1,488.00
3/4"-0" Rock in Binder Course	2,527	Cu. Yd.	3.00	2.23	5,634.32	7,581.00
Furnish & Place RC-3 Asphalt in Binder Course	264.64	Ton	40.00	31.47	8,328.84	10,585.60
Class "B" Asphaltic Concrete	27,347.95	"	5.50	5.17	141,497.62	150,413.84
RS-1 Emulsified Asphalt in Seal Coat	69.29	"	40.00	34.70	2,404.82	2,771.60
Aggregate in Seal Coat	522	Cu. Yd.	4.50	3.20	1,672.75	2,349.00
PA #1, Embankment in Place	13,089.7	" "	0.10	0.10	1,308.97	1,308.97
PA #1, 1¼"-0" Rock in Base	14,195	" "	0.20	0.20	2,839.00	2,839.00

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1, 3/4"-0" Rock in Base	20,212	Cu. Yd.	$0.30	$0.30	$ 6,063.60	$ 6,063.00
PA #1, 3/4"-0" Rock in Binder Course	2,527	" "	0.30	0.30	758.10	758.10
PA #1, RC-3 Asphalt in Binder Course	264.64	Ton	1.25	1.25	330.80	330.80
PA #1, Class "B" Asphaltic Concrete	27,347.97	"	0.20	0.20	5,469.59	5,469.59
PA #1, RS-1 Asphalt in Seal	69.29	"	1.25	1.25	86.61	86.61
PA #1, Aggregate in Seal	522	Cu. Yd.	0.30	0.30	156.60	156.60
PA #2, 2"-0" Cr. Rock in Stockpile	2,315	" "	1.75	1.28	2,964.23	4,051.25
PA #2, 3/4"-0" Cr. Rock in Stockpile	517	" "	2.00	1.28	662.76	1,034.00
PA #2, 3/4"-¼" Cr. Rock in Stockpile	360	" "	2.25	1.28	460.80	810.00
PA #2, ¼"-0" Cr. Rock in Stockpile	304	" "	2.25	1.28	389.12	684.00
PA #3, Mineral Aggregate	2,002	" "	4.85	3.11	6,220.25	9,709.70
PA #3, 150-200 Asphalt	155.16	Ton	45.00	29.33	4,551.08	6,982.20
PA #4, 1¼"-0" Rock in Base	3,064	Cu. Yd.	0.15	0.15	459.60	459.60
PA #4, 3/4"-0" Rock in Base	2,063	" "	0.15	0.15	309.45	309.45
PA #4, 3/4"-0" Rock in Binder	317	" "	0.15	0.15	47.55	47.55
PA #4, RC-3 Asphalt in Binder	33.87	Ton	0.12	0.12	4.06	4.06
PA #4, Class "B" Asphaltic Concrete	2,979.02	"	0.12	0.12	357.48	357.48
PA #5, 1¼"-0" Cr. Rock in Stockpile	727.4	Cu. Yd.	1.75	1.28	932.07	1,272.95
PA #5, 3/4"-0" Cr. Rock in Stockpile	967.6	" "	2.00	1.28	1,239.53	1,935.20
PA #5, #10-0" Cr. Rock in Stockpile	409.1	" "	2.00	1.28	523.65	818.20
PA #5, ½"-0" Cr. Rock in Stockpile	1,459.7	" "	2.25	1.28	1,869.42	3,284.33
PA #5, 1¼"-3/4" Cr. Rock in Stockpile	302.6	" "	2.35	1.28	387.33	711.11

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #5, 3/4"-½" Cr. Rock in Stockpile	15.3	Cu. Yd.	$2.35	$1.28	$ 19.58	$ 35.96
PA #5, ½"-¼" Cr. Rock in Stockpile	223.6	"	2.60	1.28	286.21	581.36
PA #5, ¼"-#10 Cr. Rock in Stockpile	283.1	"	2.60	1.28	362.37	736.06
					$290,995.60	$330,175.34

Gross Revenue	$330,175.34
Total Cost	290,995.60
Net Profit	$ 39,179.74

Net Profit Equals 11.86% of Gross Revenue

Hood River-Mosier

Detail of Cost

Labor:

Labor and Supervision	$ 94,794.64	
Labor Insurance	6,161.65	
		$100,956.29

Materials:

12" Concrete Pipe	710	Lin. Ft.	at	$1.003	$ 712.13	
Class "A" Concrete	75.5	Cu. Yd.	"	15.89	1,199.70	
1" Galv. Iron Pipe	107	Lin. Ft.	"	0.21	22.47	
1" Electrical Conduit	304	" "	"	0.35	106.40	
86/100 Asphalt	1,639	Tons	"	25.03	41,024.17	
RC-3 Asphalt	264.64	"	"	27.87	7,375.52	
RS-1 Asphalt	69.29	"	"	28.13	1,949.13	
150/200 Asphalt	155.16	"	"	25.68	3,984.50	
						56,374.02

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$ 67,856.45	
Hired Trucks	31,200.15	
Gas, Oil and Grease	7,564.36	
Explosives & Drill Steel	4,029.13	
P.L. & P.D. Insurance	4,324.78	
Small Tools & Misc. Supplies	3,498.40	
Move In, Freight & Cartage	2,228.73	
Bond	1,885.40	
Home Office & General Overhead	11,077.89	
		133,665.29

Total Cost $290,995.60

Remarks:

This was a "Federal Aid Project" calling for construction of 7.44 miles of rock base and shoulders and 7.44 miles of Class "B" asphaltic concrete wearing surface. The project was bid and awarded May 26th, 1952. Work started July 9th, 1952, and was completed August 17th, 1953.

The contractor moved in two men and a compressor July 9th, 1952, and started drilling in the quarry designated by the State located on the north side of and 0.1 mile distant from the highway at Station 1300. This is known as the Koburg quarry. The coyote holes were drilled in the face of the quarry and were loaded and shot August 15th, 1952. The crushing plant moved in October 13th, 1952, and was set up and started to crush October 23rd. From this quarry approximately 80,000 cu. yds. of crushed material was obtained to be used in the construction of this project. The equipment used in this operation consisted of one 1½-yard shovel, one D-6 cat and dozer, two 6-yard trucks hauling to crusher and a three-crusher, semi-portable crushing plant. The 1¼"-0" crushed rock was hauled direct from the crusher to the road by three 6-yard trucks on the short haul and fifteen to twenty 6-yard trucks on the long haul. The contractor was asked at this time to get the grade ready to receive traffic as the present road was to be closed due to falling rocks that were endangering the traveling public, and with the cooperation of the contractor this was made possible January 18th, 1953. The contractor through Price Agreements Nos. 1 and 4 was compensated for the extra work entailed in traffic control. The 3/4"-0" used in the base and shoulders was stockpiled at the plant site, to be hauled at a later date, as the contractor wanted to dismantle his crushing plant for repairs during the winter months. Operations were closed down for the winter January 16th, 1953.

The contractor resumed operations again March 31st, 1953, hauling embankment material from the quarry to bridge approaches at Station 1209 to 1233, using one 1½-yard shovel, one D-8 cat and dozer and five 6-yard trucks, and completing this operation April 24th, so far as practicable until the Hood River bridge was completed. The crushing plant resumed operations again April 27th, producing 1¼"-0", which was hauled direct onto the road. The 3/4"-0" base rock was hauled from stockpile to road by twenty 6-yard trucks. The RC-3 binder course was started May 5th, and completed May 15th. With the completion of the base and binder course, the crushing plant started producing paving aggregate.

The contractor moved in his 5,000-lb. batch plant and set up and started to produce asphaltic concrete May 28th, and had considerable trouble with the plant the first week. Very little plant mix was produced. Due to high water which covered the area of the paving plant, it was closed down from June 6th, to July 6th, when operations were resumed. The plant now in good repair was able to produce an average of 101 tons per hour. Equipment used for this operation was one 5,000-lb. batch plant (only 4,000 lbs. being mixed per batch), three 8-yard trucks and six 6-yard trucks, one 3-leg and one tandem roller, one Barber-Greene finishing machine and one D-6 and dozer. The 27,347 tons of asphaltic concrete was produced in 270 hours operating time, for an average of 101 tons per hour. From this setup 2,022 tons of asphaltic concrete was hauled to the Rowena-Chenowith Creek Section to pave detours.

The shoulder oiling was done with the following equipment: one #12 blade, one 12-ton roller, one 1,500-gal. distributor, three 6-yard trucks and one 3/8-yard shovel. Though hampered by traffic, good progress was made on the oiling.

Remarks (Cont'd):

The contractor, having good supervision and equipment, realized a fair profit.

C. E. Layton
Cost Analyst

[illegible]
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 8, 1953

(CONTRACT NO.) BFI-174(17) [illegible]	(EST. NO.)	(CONTRACTOR)	
3718	11 — Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23634	R-81745	$ 18,999.18	12/4/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wichlander
ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: None

Completion Date: Aug. 17, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-9-53

To the Accounting Division:

Release of the above warrant is hereby authorized

HB Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A A Wichlander

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1953
FOR FILING

[illegible]
3718

November 23, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3718 for work performed on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties was completed by the contractor, Warren Northwest, Inc., on August 17 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $18,999.18 will be released to the contractor on or after December 3, 1953. The total contract amount is $330,175.34 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
OCT 22 1953
FOR FILING

RF1-[illegible]
RF1-35(8)
3718

October 21, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 3718, for paving on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties.

This payment, in the amount of $34,978.70, will be released to the contractor on or after October 31, 1953. The retained percentage is $9,624.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
[illegible]

RECEIVED
1953
FOR FILING

FFI-199(9)
RFI-35(8)
2918

September 3, 1953

Oregon State Highway Commission

Gentlemen:

Early last spring upon closing of US 30 at Mosier Tunnel due to falling rock and danger to the traveling public, you authorized us to enter into an agreement with the contractor on the Hood River-Mosier Section to provide for the carrying of traffic on the new highway during the surfacing and paving operations.

This, of course, entailed considerable additional expense to the contractor, and we effected a price agreement which involved a total additional cost of $17,013.27. Also, you authorized, during the July inspection trip, the oiling of shoulders at an additional cost of $17,000. These two items total $34,000, which results in an overrun of the project authorization. The project authorization is overrun by the amount of $24,000, as there was a $10,000 saving on other items.

This matter will be on the next agenda, and it is respectfully requested that you approve the project authorization overrun of $24,000, which is 7.4 per cent of the authorization.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fp

Form E-1—1036—11-51

EF1-174(7)
.CF1-35(8)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 1953

Section: Hood River - Mosier
Kind of work: Paving
Highway: Columbia River
Section prefix: 14-1023
Contractor: Warren Northwest, Inc.
Contract number: 3718
Date of contract: May 28, 1952
Date of completion: Sept. 15, 1953
Date work started: July 9, 1952
Estimated date of completion: August 17, 1953
Amount of Project: $298,515.22
Per cent of time elapsed: 94 %
Estimated cost of completed project, exclusive of engineering: $340,000
Per cent of contract completed, based on total contract price: 114 %
Engineering cost to date $17,000, 74 %
Date project was completed: August 17, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor's grader worked a short time Monday morning putting finishing touches on shoulders. Job completed.

The paving plant has been completely moved out. Most of the crushing plant is also gone.

FINAL REPORT.

NOTED
E. A. PEASE

NOTED
B. A. MARTIN

RECEIVED
AUG 24 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed A. V. Benedict
Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.44		Shoulders 7.44	7.44
Miles partially completed					
Miles completed		7.44		7.44	7.44
Total estimated quantities					
Estimated quantities moved or placed to date		39,400 C.Y.		34,920 Sq.Yd.	27,350 Tons
Average daily quantities		39,380 "		34,920 " "	27,348 "
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ..1......, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Windy		
Monday	Windy		
Tuesday	Breeze-Warm		
Wednesday	Hot-Late thunderstorm		
Thursday	Windy-Cloudy		
Friday	Calm		
Saturday	Calm		

State Printing 53383

RECEIVED
AUG 20 1953
FOR FILING

BFI-174(17)
BFI-35(6)
3718

August 19, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 17, 1953 on Contract No. 3718, Hood River-Mosier Section, in connection with Federal Aid Project No. BFI-174 (17); BFI-35 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:tp

cc: John Cattrall

Form PR 2 (Revised 1950)

PR8 179

State Oregon

Federal Aid Bond Issue Project No. BFI-35(8)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of March, 1953, by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1952, a program, which was approved on the 28th day of March, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 9th day of May, 1952; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred fifty-seven thousand and 00/100 dollars ($157,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

enl

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds authorized by Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1208+73.07 in the SE 1/4, Section 25, T-3-N, R-10-E, W.M. and survey station 1574+00 in the SE 1/4, Section 36, T-3-N, R-11-E, W.M., except stations 1221+48.99 to 1222+48.99, 1496+58 to 1497+78, and 1521+09 to 1522+91, , length 6.819 miles, in Hood River & Wasco Counties being Oregon Federal Aid Bond Issue Project No. BFI-35(8), consisting of 6.819 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, of ~~in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred fifty-seven thousand and 00/100 dollars ($157,000.00), which does not exceed the authorized Federal pro rata share of two hundred fifty-four thousand two hundred sixty-nine and 95/100 dollars ($254,269.95), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M. A. McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Bureau of Public Roads.

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U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

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Oregon State Highway Department

Federal Aid Project
No. BFI-35 (8)

HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO AND HOOD RIVER COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 12, 1953

Type Code 6201
Roadway (Sta. 1208+73.07 to 1574+00)(Contract No. 3718)

20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 60.00
13,100	cu. yds.	Embankment in Place	0.85	11,135.00
70	lin. ft.	12-inch Concrete Pipe	2.00	140.00
50	lin. ft.	1-inch Galvanized Iron Pipe	0.50	25.00
12	cu. yds.	Concrete Curbs	55.00	660.00
70	cu. yds.	Concrete Traffic Separator	42.00	2,940.00
180	lin. ft.	1-inch Electrical Conduit	0.75	135.00
All Required		Recesses for Traffic Control Markers (75%)		112.50
15,800	cu. yds.	1¼" - 0 Rock in Base	1.75	27,650.00
14,400	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.25	32,400.00
830	M-gal.	Sprinkling	2.50	2,075.00
6.83	miles	Preparation of Base	200.00	1,366.00
1,200	cu. yds.	3/4" - 0 Rock in Binder Course	3.00	3,600.00
188	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	40.00	7,520.00
24,390	tons	Class "B" Asphaltic Concrete	5.50	134,145.00
108	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	4,320.00
638	cu. yds.	Aggregate in Seal Coat	4.50	2,871.00
			Subtotal	$231,154.50
			10% Engr. & Cont.	23,115.45
			Total	$254,269.95

Length of Roadway	6.819 miles
Length of 3 Bridges	.076 mile
Total Length	6.895 miles
Cost per mile, Roadway	$37,288.45

Federal Funds	$157,000.00
State Funds	97,269.95
	$254,269.95

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. EFI-35 (8)

HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN

WASCO AND HOOD RIVER COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 9, 1952

Type Code 6201
Roadway (Sta. 1208+73.07 to 1574+00)

			$	$
20	cu. yds.	Structural Excavation, Unclassified	3.50	70.00
13,100	cu. yds.	Embankment in Place	1.00	13,100.00
70	lin. ft.	12-inch Concrete Pipe	2.50	175.00
50	lin. ft.	1-inch Galvanised Iron Pipe	0.80	40.00
12	cu. yds.	Concrete Curb	50.00	600.00
70	cu. yds.	Concrete Traffic Separator	50.00	3,500.00
180	lin. ft.	1-inch Electrical Condiut	0.80	144.00
All Required		Recesses for Traffic Control Markers (75%)		45.00
15,800	cu. yds.	1½" – 0 Rock in Base	2.25	35,550.00
14,400	cu. yds.	3/4" – 0 Rock in Base and Shoulders	2.35	33,840.00
830	M-Gal.	Sprinkling	2.50	2,075.00
6.83	Miles	Preparation of Base	200.00	1,366.00
1,200	cu. yds.	3/4" – 0 Rock in Binder Course	3.25	3,900.00
188	Tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	7,144.00
24,390	Tons	Class "B" Asphaltic Concrete	6.00	146,340.00
108	Tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	4,320.00
638	cu. yds.	Aggregate in Seal Coat	5.00	3,190.00
		Subtotal		$255,399.00
		10% Engr. & Cont.		25,539.90
		Total		$280,938.90

Length of Roadway	6.819	miles
Length of 3 Bridges	.076	miles
Total Length	6.895	miles
Cost per mile, Roadway	~~$42,437.43~~ 41199.40	

Federal Funds..	$174,000.00
State Funds..	106,938.90
	$280,938.90

HOOD RIVER-MOSIER SECTION

Project Nos. EFI-35 (8) and EFI-174 (17)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 9, 1952

3

~~Form PR-2~~ (Revised 1946)

State Oregon

Federal Aid Bond Issue

Project No. BFI-174(17)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1952, a program, which was approved on the 28th day of March, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of May, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-three thousand and 00/100 dollars ($23,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1173+00 and survey station 1205+04.92, all in Hood River, without exception.

, length 0.607 miles, in Hood River County, being Oregon Federal Aid / Bond Issue project No. FI-174(17) consisting of 0.607 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

twenty-three thousand and 00/100

dollars ($**23,000.00**), which does not exceed the authorized Federal pro rata share of

thirty-seven thousand, nine hundred two and 70/100

dollars ($**37,902.70**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M. F. McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

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OREGON DISTRICT

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Oregon State Highway Department

Federal Aid Project
No. BFI-174 (17)

HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 15, 1952

Type Code 6201
Roadway (Sta. 1173+00 to 1205+04.92)

150	cu. yds.	Structural Excavation, Unclassified	$ 3.00	$ 450.00
900	cu. yds.	Embankment in Place	0.85	765.00
340	lin. ft.	12" Concrete Pipe	2.00	680.00
1	only	Special Type "B" Manhole	250.00	250.00
3	only	Concrete Catch Basins	65.00	195.00
2	only	Adjustment of Manholes	25.00	50.00
30	cu. yds.	Concrete Traffic Separators	42.00	1,260.00
70	lin. ft.	1" Electrical Conduit	0.75	52.50
All Required		Recesses for Traffic Control Markers (25%)		37.50
2,100	cu. yds.	1¼"-0 Rock in Base	1.75	3,675.00
1,700	cu. yds.	3/4"-0 Rock in Base and Shoulders	2.25	3,825.00
100	M-gals.	Sprinkling	2.50	250.00
0.61	mile	Preparation of Base	200.00	122.00
170	cu. yds.	3/4"-0 Rock in Binder Course	3.00	510.00
28	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	1,120.00
3,630	tons	Class "B" Asphaltic Concrete	5.50	19,965.00
20	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	800.00
100	cu. yds.	Aggregate in Seal Coat	4.50	450.00
		Subtotal		$34,457.00
		10% Engr. & Cont.		3,445.70
		Total		$37,902.70

Length of Roadway	0.607 mile
Cost per Mile, Roadway	$62,442.66

Federal Funds	$23,000.00
State Funds	14,902.70
	$37,902.70

State Funds for Const.: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939; chap. 491, laws 1951.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FI-174 (17)

HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 9, 1952

Type Code 6201
Roadway (Sta. 1173+00 to 1205+04.92)

150	Cu. Yds.	Structural Excavation, Unclassified	$ 3.50	$ 525.00
900	Cu. Yds.	Embankment in Place	1.00	900.00
340	Lin. Ft.	12-inch Concrete Pipe	2.50	850.00
1	Only	Special Type "B" Manhole	200.00	200.00
3	Only	Concrete Catch Basins	75.00	225.00
2	Only	Adjustment of Manholes	50.00	100.00
30	Cu. Yds.	Concrete Traffic Separators	50.00	1,500.00
70	Lin. Ft.	1-inch Electrical Conduit	0.80	56.00
All Required		Recesses for Traffic Control Markers (25%)		15.00
2,100	Cu. Yds.	1¼" - 0 Rock in Base	2.25	4,725.00
1,700	Cu. Yds.	3/4" - 0 Rock in Base and Shoulders	2.35	3,995.00
100	M-Gal.	Sprinkling	2.50	250.00
0.61	Mile	Preparation of Base	200.00	122.00
170	Cu. Yds.	3/4" - 0 Rock in Binder Course	3.25	552.50
28	Tons	Furnish and Placing RC-3 Asphalt in Binder Course	38.00	1,064.00
3,630	Tons	Class "B" Asphaltic Concrete	6.00	21,780.00
20	Tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	800.00
100	Cu. Yds.	Aggregate in Seal Coat	5.00	500.00
		Subtotal		$ 38,159.50
		10% Engr. & Cont.		3,815.95
		Total		$ 41,975.45

Length of Roadway	0.607 Mile
Cost per mile, Roadway	$69,152.30

Federal Funds..	$ 26,000.00
State Funds..	15,975.45
	$ 41,975.45

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July 15, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 9, 1952 on Contract No. 3718, Hood River-Mosier Section, in connection with Federal Aid Project No. FI-174 (17) and FI-35 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

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June 18, 1952

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3718, for paving on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, awarded May 26, 1952.

Contract No. 3740, for paving on the Junction City (14th St. & Laurel St.) Section, Lane County, awarded May 29, 1952.

An executed copy of each of the above contracts is also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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MAY 29 1952
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May 28, 1952

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on Monday, May 26, 1952 awarded you Contract No. 3718 for the project on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. This award was based on your low bid of $269,660.50 submitted on that date.

I am enclosing a copy of the proposal from which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

May 26, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project No. BFL-35(8), Hood River-Mosier Section of the Columbia River Highway, to Warren Northwest, Inc., Portland, Oregon, low bidder in the amount of $269,660.50 for this project combined with Project BFI-174(17), at the May 26, 1952 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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MAY 29 1952
OREGON
STATE HIGHWAY COMMISSION

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JU[illegible] 1952
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

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May 26, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project No. BFI-174(17), Hood River-Mosier Section of the Columbia River Highway, to Warren Northwest, Inc., Portland, Oregon, low bidder in the amount of $269,660.50 for this project combined with Project BFI-35(8), at the May 26, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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MAY 29 1952
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 9, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-35(8) Hood River-Mosier Section of the Columbia River Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

May 9, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-174(17) Hood River Unit of the Hood River-Mosier Section of the Columbia River Highway have today been recommended for approval subject to such changes asmay be required by the Division Engineer.

This isto authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

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OREGON DISTRICT
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BFI-174(17)
BFI-35(8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 2, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your April 30 request to pay for approximately 13,000 cu. yds. of borrow excavation on an "Embankment in Place" basis on the Hood River-Mosier Paving Project, BFI-174(17) and BFI-35(8).

Since the material will probably be obtained from scattered locations of the contractor's choosing, we will recommend for approval the basis of payment you request with the understanding that pay quantities will be determined by cross-section measurement of the embankment without credit for shrinkage, settlement or unauthorized widening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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MAY 5 1952
FOR FILING

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35 [illegible]

April 30, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Permission is requested to pay for borrow excavation on an "Embankment in Place" basis on the Hood River-Mosier Paving Project, BFI-174 (17) and BFI-35 (8).

Only 13,000 yards of embankment is required on the project and all is to be of borrowed material. Suitable materials are available from several sources and we believe that it will be in the interest of economy to permit the contractor to make his own selection of source or sources. It appears probable that some of the materials will come from scattered piles of loose materials in a quarry excavation, which piles would be difficult of measurement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

S-60(1) Lake of the Woods Jct.-Wocus 1953
Marsh Sec., Klamath Lake Hwy.
#3719

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R. H. Baldock

April 27th, 1954

FINAL COST ANALYSIS

Lake of the Woods Junction-Wocus Marsh Section — Klamath Lake Secondary
Contract #3719 — Prefix 118-1053 S-60(1) S-60(2)

Peter Kiewit Sons' Co., Contractor
Lynn E. Everson, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 46,554.82	$ 55,000.00
Trench Exc., Unclass.	1,646	Cu. Yd.	3.00	2.74	4,514.70	4,938.00
Gen'l. " "	696,659.3	" "	0.57	0.508	354,601.72	397,095.80
Special Borrow Exc., Unclass.	164,110.8	" "	0.42	0.488	80,104.52	68,926.54
Short Overhaul	2,293,640.9	Yd. Sta.	0.01	0.01	22,936.41	22,936.41
Long "	101,327.9	C-Yd. Sta.	0.50	0.50	50,663.95	50,663.95
Finish R/B & Slopes	18.13	Mile	1000.00	703.05	12,746.43	18,130.00
18" Concrete Pipe	2,232	Lin. Ft.	5.00	3.97	8,868.60	11,160.00
24" " "	291	" "	7.00	5.11	1,488.06	2,037.00
36" " "	651	" "	12.00	10.90	7,097.32	7,812.00
24" Ext. Str. Conc. Pipe	132	" "	8.00	7.41	978.66	1,056.00
18" Corr. Metal Pipe	356	" "	4.50	4.23	1,505.88	1,602.00
24" " " "	280	" "	7.00	6.06	1,695.68	1,960.00
36" " " "	20	" "	13.00	14.17	283.39	260.00
24" Metal Headgate	3	Each	100.00	86.85	260.55	300.00
72" Arch Type, Corr. Metal Pipe	52	Lin. Ft.	33.00	28.32	1,472.40	1,716.00
Salvage Culvert Pipe	60	" "	1.25	1.10	65.95	75.00
Class "A" Concrete in Box Culvert	171.33	Cu. Yd.	57.00	70.96	12,158.36	9,765.81
Metal Reinforcement in Box Culvert	25,194.98	Lb.	0.10	0.108	2,713.47	2,519.50
Furnish Treated Piling	2,635.1	Lin. Ft.	1.45	1.48	3,899.99	3,820.90
Drive Treated Piles	35	Each	65.00	149.36	5,227.80	2,275.00
Class "A" Concrete in Bridge	194.49	Cu. Yd.	80.00	133.59	25,981.48	15,559.20

State Highway Engineer
CTED

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Reinforcement in Bridge	49,682	Lb.	$0.10	$0.122	$ 6,089.46	$ 4,968.20
Treated Lumber in Place	5.9317	M-FBM	285.00	400.39	2,374.99	1,690.53
Pit-run Cinders in Base	49,577	Cu. Yd.	0.70	0.756	37,493.19	34,703.90
1"-0" Cinder in Base and Shoulders	33,089	" "	1.60	1.52	50,229.42	52,942.40
Sprinkling	5,100	M-Gal.	2.50	1.96	10,020.99	12,750.00
Preparation of Base	18.13	Mile	270.00	202.51	3,671.44	4,895.10
1"-0" Cinders in Binder Course	2,026	Cu. Yd.	2.60	2.30	4,656.98	5,267.60
Furn. & Place Aggregates	10,507	" "	2.85	3.44	36,166.92	29,944.95
Furn. & Place 150-200 Asphalt	1,133.25	Ton	46.00	40.86	46,304.52	52,129.50
Furn. & Place RS-1 Emulsified Asphalt	220.43	"	51.00	48.80	10,460.26	11,241.93
3/4"-½" Cr. Cinders in Stockpile	1,468.1	Cu. Yd.	2.10	2.26	3,314.82	3,083.01
½"-¼" Cr. Cinders in Stockpile	2,308.9	" "	2.10	2.26	5,213.53	4,848.69
¼"-#10 Cr. Cinders in Stockpile	1,481.2	" "	2.10	2.26	3,344.40	3,110.52
PA #1, Furn. Composite Piling	761.4	Lin. Ft.	1.45	1.48	1,126.97	1,104.03
PA #1, Drive Piles	10	Each	65.00	149.36	1,493.80	650.00
PA #1, Class "A" Concrete	63.13	Cu. Yd.	80.00	133.59	8,433.54	5,050.40
PA #1, Metal Reinforcement	16,328	Lb.	0.10	0.122	2,001.50	1,632.80
PA #1, Treated Lumber	2.0833	M-FBM	285.00	400.39	834.10	593.74
PA #1, Extra Labor Cost	All				200.00	200.00
PA #2, Blade	27	Hour	10.00	7.45	201.04	270.00
PA #2, Pit-run Cinders in Base and Shoulders	986	Cu. Yd.	0.70	0.756	743.79	690.20
PA #2, Sprinkling	2.8	M/Gal.	2.50	1.96	5.53	7.00
PA #2, 1"-0" Cinders in Binder	25	Cu. Yd.	2.60	2.30	57.70	65.00
PA #2, Furn. & Place Agg.	155	" "	2.85	3.44	533.52	441.75

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #2, Furn. & Place 150-200 Asphalt	16.52	Ton	$46.00	$40.86	$ 675.00	$ 759.92
PA #2, 1"-0" Cinders in Base and Shoulders	506	Cu. Yd.	1.60	1.52	768.43	809.60
PA #2, Furn. & Place RS-1 Emulsified Asphalt	3.22	Ton	51.00	48.80	157.14	164.22
PA #3, Class "A" Concrete	7.71	Cu. Yd.	80.00	133.59	1,029.98	616.80
PA #3, Metal Reinforcement	1,045	Lb.	0.10	0.122	128.10	104.50
PA #3, Excavation	100%				10.00	10.00
PA #4, Cement Adjustment, Favor of Contractor	13.25	Bbl.	4.50	4.50	59.63	59.63
PA #5, 18" Corr. Metal Pipe	192	Lin. Ft.	2.87	2.87	551.04	551.04
PA #5, 18" " " Bands	6	Each	4.10	4.10	24.60	24.60
PA #6, Purchase Excess 150-200 Asphalt	9.8	Ton	33.50	30.40	298.85	328.30
PA #7, Purchase Excess 1¼"-3/4" Cr. Cinders	549.5	Cu. Yd.	1.50	1.11	610.41	824.25
PA #7, Purchase Excess 3/4"-½" Cr. Cinders	225.8	" "	1.50	1.11	250.85	338.70
PA #7, Purchase Excess ½"-¼" Cr. Cinders	799.6	" "	1.50	1.11	888.24	1,199.40
PA #7, Purchase Excess ¼"-#10 Cr. Cinders	441.2	" "	1.50	1.11	490.10	661.80
PA #7, Purchase Excess 1"-0" Cr. Cinders	4,115.5	" "	1.00	0.91	3,749.22	4,115.50
Force Account					26,063.82	24,938.02
Sale of Crushed Cinders to Maintenance Dept.	3,090	Cu. Yd.	2.40	1.78	5,497.96	7,424.00
Sale of Merchantable Timber				Note: Cost Included in Clearing & Grubbing		2,868.00
Miscellaneous Revenue					13,077.53	13,741.00
					$935,123.45	$971,429.64

Gross Revenue	$971,429.64
Total Cost	935,123.45
Net Profit	$ 36,303.19

Net Profit Equals 3.7% of Gross Revenue

Peter Kiewit Sons' Company

Detail of Cost

Labor:

Labor & Supervision	$361,279.00	
Labor Insurance	24,773.00	
		$386,052.00

Materials:

150-200 Asphalt	1,159.57	Tons	at	$21.25	$ 24,638.00	
Freight on 150-200	1,159.57	"	"	8.80	10,209.02	
RS-1 Emuls. Asphalt	223.65	"	"	23.72	5,306.00	
Freight on RS-1 Emuls.	223.65	"	"	8.80	1,972.98	
Mastic					186.71	
Treated Piling					4,928.96	
Pipe for Bridge					120.00	
Treated Lumber					1,619.00	
Expansion Joints					679.00	
Fittings, Bridge					10.00	
18" Concrete Pipe	2,232	Lin. Ft.	at	$2.58	5,771.00	
24" " "	291	" "	"	3.45	1,004.00	
36" " "	651	" "	"	7.72	5,025.00	
24" Extra Strength Concrete Pipe	132	" "	"	4.25	561.00	
18" Corr. Metal Pipe	548	" "	"	2.87	1,572.76	
18" " " Bands	26	Each	"	4.10	106.60	
24" " " Pipe	280	Lin. Ft.	"	4.43	1,240.69	
24" " " Bands	7	Each	"	5.33	37.31	
36" " " Pipe	20	Lin. Ft.	"	8.88	177.60	
36" " " Band	1	Each	"	8.40	8.40	
24" Metal Headgates	3	"	"	60.00	180.00	
72" Arch Type Corr. Metal Pipe	52	Lin. Ft.	"	21.21	1,102.92	
72" Arch Type Corr. Metal Bands	2	Each	"	36.30	72.60	
Ready Mix Concrete					9,909.00	
Metal Reinforcement					7,360.00	
						83,741.15

Equipment Rentals, Supplies & Misc.:

Equipment Rentals (Owned)	$ 287,768.73
Hired Equipment	11,515.00
Gas, Oil & Grease	53,135.00
Lumber, Nails & Hardware	16,142.27
Cable	1,411.38
Explosives	6,671.13
Sand and Cement	325.35
Acetylene & Oxygen	1,632.25
Welding Rod	965.42
Bits and Drill Steel	1,205.66
Antifreeze	1,380.56

Equipment Rentals, Supplies & Misc. (Cont'd):

P.U.C. Fees	$ 1,717.98	
P.L. & P.D. Insurance	4,154.70	
Move In, Freight & Cartage	23,774.47	
Job Freight & Express	954.41	
Telephone & Telegraph	1,567.63	
Field Office Supplies	1,531.24	
Small Tools & Misc.	19,468.14	
Bond	5,684.38	
Home Office & General Overhead	24,267.20	
		$465,330.30
Total Cost		$935,123.45

Breakdown of Crushed Cinders

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up (2 Setups)	$11,425.39	61,551	Cu. Yd.	$0.185
Haul to Crusher	15,323.47	"	" "	0.248
Crushing	29,435.68	"	" "	0.478
	$56,184.54			$0.911

The crushing plant operated 728 hours, for an average production of 84.5 cu. yds. per working hour.

Remarks:

This was a "Regular Federal Aid Secondary Project" calling for the construction of 18.16 miles of highway roadbed, one highway bridge, 18.16 miles of cinder base and 18.16 miles of Type 0-11 oil mat wearing surface. The project was bid and awarded May 26th, 1952. Work started July 28th, 1952, and the project was completed October 20th, 1953.

Clearing and grubbing consisted of large, scattered fir and pine trees with some heavy underbrush. The contractor used two D-8 cats with brush dozers full time and two D-8 cats and dozers part time, with an average crew of 10 men on clearing and grubbing. With the sale of merchantable timber, this item shows a fair profit.

General excavation consisted of dirt, large boulders and some solid rock. The cut at Station 1670 to Station 1690 which seemed to be all cinders proved to contain many large boulders and required drilling and shooting for the last eight feet of the cut. General excavation overran approximately 266,000 cu. yds. due to the material sinking in the fill from Station 1625 to Station 1660. Equipment used on excavation consisted of one 2½ cu. yd. shovel, five 15 - 18 cu. yd. Euclid trucks, six D-8 cats and scrappers and four DW-20's. Having good equipment with good bid prices, this item shows a nice profit.

The contractor started crushing cinders from a pit located 0.5 mile northwesterly from the north end of the project, then later moved the crusher to a cinder pit located 0.3 mile westerly from the relocated highway at mile point 40.33. The crushing plant operated 728 hours for an average production of 84.5 cu. yds. per working hour.

The bridge items show a loss, mainly due to unstabilized foundations, settlement of embankment approaches and taking a longer time than anticipated to complete. The settlement of the approaches necessitated the addition of a 50-foot extension on each end of the bridge.

Oiling operations started September 2nd, 1953, and were completed October 7th, 1953. Equipment used in oiling consisted of retort, distributor, two blades, two rollers, seven 6 cu. yd. trucks and power loader. Good time was made on oiling, and with good bid prices, oiling shows a profit.

The project was well handled, with the best of supervision, best of equipment, and with the large overrun on excavation, the contractor was able to realize a small profit from this project.

K. T. Wechter
Cost Analyst

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 5, 1954

(CONTRACT NO.) 3719	(EST. NO.)	(CONTRACTOR)
3719	17-final	PETER KIEWIT SONS' CO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3820	R-88662	$ 29,859.76	3/3/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: to Nov. 30, 1953 without penalty

Completion Date: Oct. 20, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-5-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

[illegible]
3-5-54

Warrant Mailed:

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FEB 18 1954
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S 6 (1)
[illegible]
3711

February 11, 1954

Oregon State Highway Commission

Gentlemen:

We have just completed the final check of quantity computations on the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Secondary Highway, Contract No. 3719. Due to the extreme subsidence of embankment materials across the marshy lands it was impossible to arrive at a definite final cost until the final check had been completed.

According to the final tabulations, the total cost of this project is $1,002,627.48, which results in a 5.64 per cent overrun of the existing project authorization. You, of course, had increased the original authorization by an amount of $177,000, bringing the authorization as of date to $949,098.13. The final figures result in an additional overrun of approximately $53,500.

While, of course, we are very much perturbed about this overrun, I believe we should take a realistic view of the matter, which is that we were probably trying to skimp too much in the preliminary cost of this project, considering the swampy ground upon which it was necessary to build the new highway. The length of the project is 18.16 miles. Based on the final costs, the average per-mile cost is $55,200, which is very much in line with the average per-mile costs of a highway of this type.

This matter will be on the next agenda, and it is requested that you authorize the additional project authorization of $53,500.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fp

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FEB 15 1954
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S-66 (1)
S-66 (2)
3719

February 11, 1954

Central Surety & Insurance Corp
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 3719 for work performed on the Lake of the Woods Junction- ocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County was completed by the contractor, Peter Kiewit Sons' Co., on October [illegible], 1953 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $29,859.76 will be released to the contractor on or after February 23, 1954. The total contract amount is $947,396.64, of which amount $24,938.02 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
2-11-54

RECEIVED
DEC 10 1953
FOR FILING

S-60(1)
S-60(2)
3719

December 9, 1953

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Co. on contract No. 3719, covering the Lake of the Woods Jct.- Wocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County. This payment, in the amount of $64,312.26 will be released to the contractor on or after December 19, 1953. The retained percentage is $28,377.43.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Central Surety & Insurance Corp.
C. A. Tomasseens & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
12-9-53

Form E-1—10M—11-51

5-60(1)
5-1(2)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 7, 1953, 19

Section Lake of the Woods Jct.-Wocus Marsh
Kind of work Bridge, Grading & Oil Mat Surfacing
Highway Klamath Lake Secondary
Section prefix 118-1053
Contractor Peter Kiewit Sons' Co.
Contract number 3719
Date of contract May 26, 1952
Date of completion September 30, 1953
Date work started July 28, 1952
Estimated date of completion Completed, 19
Amount of contract $883,694.00
Per cent of time elapsed $\frac{513}{493}$ 104.1 %
Estimated cost of completed project, exclusive of engineering $928,300.00
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $61,000.00, 111.10 %
Date project was completed October 20, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate was submitted to Division Office November 5, 1953.

Mr. H. G. Smith, Mr. Ray Webber & Mr. Dean Swift were over the project November 3 &4.

FINAL REPORT

NOTED
H. G. SMITH

RECEIVED
NOV 10 '53
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lynn E. Everson, Res. Engr.
Address Box 1090 Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	18.13	18.13		18.13	
Miles partially completed	0	0		5	
Miles completed	18.13	18.13		18.13	
Total estimated quantities	857,939.0	82,666.0	5,258.2	12,533.0 cy 1,353.68 ton	
Estimated quantities moved or placed to date	857,939.0	82,666.0	5,258.2	12,533.0 cy 1,353.68 ton	
Average daily quantities	0	0	0	0	
Average daily quantities necessary to complete project on time	0	0	0	20 days overtime	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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S-60(1)
S-60(2)
3719

October 23, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1953 on Contract No. 3719, Lake of the Woods Junction-Wocus Marsh in Klamath County, in connection with Federal Aid Project No. S-60 (1), S-60 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eg

cc: John Cattrall

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S-6-11
2-6-11
3719

October 16, 1953

Peter Kiewit Sons' Co.
8th and Douglas Streets
Longview, Washington

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from September 30 to November 30, 1953 within which to complete your contract No. 3719, covering the Lake of the Woods Junction-Pocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

Lynn Everson,
Resident Engineer

H. G. Smith,
Construction Engineer

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[illegible]
[illegible]
3719

September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 36
September 24 and 25 Meeting

Gentlemen:

Herewith a request from the Peter Kiewit Sons' Company for an extension of time on the Lake of the Woods Junction-[illegible] Marsh Section, Contract No. 3719, from September 30, 1953 to November 30, 1953.

Unusually deep snow, an appreciable overrun in excavation quantities due to embankment settlements, and failure to complete the Geary Canal bridge all contributed in the slowing up of the contractor's operations.

I recommend that the extension be granted without penalty, and Mr. C. E. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP: fp

RECEIVED
SEP 17 1953
FOR FILING

S-60(1)
S-60(2)
3719

September 16th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Lake of The Woods Junction-Wocus Marsh Section, Contract #3719, Oregon S-60(1),(2), from September 30th, 1953, to November 30th, 1953, to the Peter Kiewit Sons' Company, contractors.

Unusually deep snow, an appreciable overrun in excavation quantities due to embankment settlement and delay in the bridge construction at the Geary Canal all contributed to the slowing up of the contractor's operations.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

[illegible]
FOR FILING
FORM E 10 25M 8-51 92319

S-6(4)
S-4(4)
3719

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE

September 10, 1959

To:
Mr. W. E. Chandler
Division Engineer
State Highway Dept.
1290 Wall St.
Bend, Oregon

SUBJECT:

Dear Sir:

The September 5th estimate on the Lake of the Woods Junction-Wocus Marsh job indicates that there wil be a $200,000 overrun on this project. The summary sheet indicates that there is about $150,000 worth of work yet to be done. Will you please see that every effort is made to hold the quantities of the remaining items to the lowest reasonable minimum so that the overrun may be held as low as possible.

This matter is of serious concern to Mr. Baldock and every effort should be made to control the remaining items of work.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓

RECEIVED
1953
FOR FILING

S-66(1)
S-66(2)
3719

[illegible]

[illegible]

[illegible]

[illegible] of the [illegible] $177,000 [illegible] $949,000, as [illegible] $772,000.

[illegible] 519,000 [illegible] 922,000.

[illegible]

[illegible]

[illegible] 3719 [illegible] $177,000.

[illegible]

[illegible]

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

WCW:me fp

FORM E-30 25M 8-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1953

SUBJECT:

To:

CONSTRUCTION ENGINEER, BRIDGE ENGINEER,
AND DIVISION ENGINEERS

The number of overruns on construction project authorizations has reached a rather alarming stage, and immediate steps must be taken to correct this condition. Granted that we are handling a greatly enlarged program and the amount of supervision that can be given each project has materially decreased, there can at the same time be no excuse for lack of knowledge of overruns involving substantial amounts of money. At the present time, in many instances, the first knowledge that either I or Mr. Williams have of overruns is when the project is semifinaled. Recent examples, which are only two of many, are the Reedsport-Dean Creek Section of the Umpqua Highway and the Hood River-Mosier Paving Project on US30. After these jobs have been completed we are advised that the projects have overrun in excess of the five per cent limitation set by the Commission. Another very annoying overrun is that on the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Secondary Highway. On this project I had been advised that there would be an overrun, but the ultimate overrun is more than double the amount that I had been told less than two months ago.

The Construction and Bridge Engineer, or their representatives, must of necessity inspect all construction projects at frequent intervals, but they do not have time to keep a detailed check on the status of the job. This is the duty and the responsibility of the Division Engineer. Effective immediately, there will be no excuses accepted for project overruns of which this office has not been advised in advance of the actual expenditure of the money. These overruns have become so critical that the matter is of extreme concern not only to myself but to the Highway Commission as well. Therefore, I charge the Division Engineers with the responsibility of knowing at all times the status of the construction project within their Divisions to the end that this office may be notified immediately if an overrun is apt to occur. This will permit an inspection of the project and other studies to determine if the overrun may be decreased before the project is carried on in its original phase. I feel that a good many of the overruns could be, if not avoided, considerably reduced, if proper study were given to the project from the time of its inception to its completion.

In order that this matter may be fully understood, it is requested that each Division Engineer acknowledge receipt of this letter at once and advise of his plans for keeping a better check on progress of construction projects.

R. H. Baldock
State Highway Engineer

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[illegible]
S-6(1)
919
4360

July 8, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 17 relative to certain construction procedures on Oregon Project S-60 (1), Rocky Creek-Wocus Marsh. Upon receipt of your letter, Mr. H. G. Smith, Construction Engineer, made extensive personal inspection of existing conditions and he, of course, through many inspections he had made of this project before, was thoroughly familiar with the entire matter. I quote herein the report he has rendered, which I believe is entirely self-explanatory and needs no further comment from the writer, as I fell Mr. Smith has well covered the situation.

"After receiving this letter, I made a personal inspection of the entire job, and as a preliminary to the answer, I remind you that this job was advertised several times and prior to each advertisement, additional test pits were dug, so that before the actual award, the project had been unusually well tested; but, even so, the character of the material encountered was not representative of the test pits.

"For instance, in the large cut from station 1670 to 1690, we had two bulldozer trenches, one of which was at least 16 feet deep, and five drill holes, four of which were down to subgrade and beyond. Throughout the remainder of the job, we had an adequate number of test holes, as I personally made an inspection of them shortly before the final letting.

"We also had just finished the Barkley Springs-Algoma Section which was through a peat bog and which we thought similar to the one at Wocus Marsh. The resident engineer on that construction made the survey of the Lake of the Woods Junction-Wocus Marsh Section and based his conclusions as to the amount of material needed to cross the swamp on the job just completed at Algoma. Our conclusions both as to the character of the material and the character of the swamp were seriously in error. The large cut from station 1670 to 1690 was much harder and contained a great deal more rock than the tests indicated. Much of the rest of the job from station 1250 to 1455 contained a great many more boulders than was indicated from our tests.

"As it turned out, the ground conditions between Barkley Springs and Algoma were much more stable than through the Geary swamp, no doubt due to the consolidating effect of the Southern Pacific Railroad throughout the years, and by the cultivation of the swamp for agricultural purposes. In addition, our fill there was made during the summer season when the abutting property was planted to potatoes and the water table lowered to a considerable distance below the surface. On the other hand, the material through the Geary swamp was placed during the spring season when the water in the lake was unusually high and prior to the time Mr. Geary had started his pumps to lower the water table. He raises grass on this section, and I presume it never had received the consolidation from plowing that the Algoma Section had. We might have anticipated this and insisted that the fill be made during the dry season, but, of course, the contractor was anxious to do as much grading as possible first on the higher elevations and save this section for the winter and spring months.

"When the unanticipated settlement began to take place and it was seen that we needed a great deal more material than could be gotten out of the cut, it was considered impractical to widen the cut or lower the grade line on account of the almost solid nature of the cut and the blocky way in which it had shot. On the other hand, adjacent to the cut on the north side of the hill there was material which was much more suitable for the fill and for the widening and stabilizing of Geary's dike than could be found in the cut. This material was also representative of what we anticipated the cut would be, on which the contractor's bid price was based. Had we attempted to deepen the cut, undoubtedly we would have had to negotiate a solid rock price for the additional material.

"In a review of the job, I could see no place where additional pits could have been dug and the large rock buried, and I consider that sufficient care is being exercised in wasting it along the higher fills where it will not be unsightly. Of course it may have been possible to reduce these boulders to a workable size by block-holing and mud-capping, but the cost would have been excessive, and I do not feel that the gains from the aesthetic or construction standpoint would justify such a cost. It is probable that more wasting of boulders is done now on all jobs than years ago when equipment was smaller and it was impossible to handle them without blasting, but I feel that the present practice leads to economy in construction and the unsightliness is rather fancied than real.

"There are several large borrow areas adjacent to the lake from station 1510 to 1550. These were contemplated in the original plan, as it was felt that the line should closely follow the shore of the lake and keep away from the steep hillside, which was covered with loose rocks which apparently were highly dangerous during the spring of the year. Had the safety of the public been entirely ignored, the line could have been thrown into the hill farther and the borrow pits concealed as cuts, but one of the borrow pits discloses a large fault of extreme geological interest. It is weathering quite badly and will not retain its shape for many years, but certainly a fault of such geological interest is not unsightly, and I did not notice any other borrow pits which were particularly unsightly or that would be noticed within a year or two after the vegetation has regrown.

"On an adjacent job in the forest built by the Bureau of Public Roads, I noticed that the wasting of the boulders had been similar to on our job. The cuts did not contain the enormous number of boulders, but I noticed a good many had been wasted adjacent to the fills and in other manners, but they were not in the least objectionable from the neatness standpoint.

"On account of the difficulty of financing secondary highways, it is necessary to be more economical than on primary highway construction projects where it has been customary for many years to borrow from pits removed from the highway, such as the Mazama Junction-Spring Creek Hill Section where the pits were several hundred feet from the right of way, but such practices can be carried to extremes.

"Every job is different and has individual problems, and I do not think any general rule can be followed. I realise we made a serious mistake in underestimating the softness of the Geary marsh, but I feel that we spent all the time and money possible in digging test pits, and that sufficient pits to have demonstrated the rocky and boulderish character of the pits was not financially practical. I think the appearance of this job will be entirely satisfactory and do not feel that any of the traveling public bound for the lake of the Woods will suffer from the unsightly appearance. I think the natural scenic beauties will offset any minor unsightliness in the disposal of boulders, and they will be covered by brush in a very few years."

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

FORM E-30 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #4304, letter from District Engineer Polk complaining of the construction procedure on the Rocky Creek-Wocus Marsh Section, Project S-60(1). After receiving this letter, I made a personal inspection of the entire job, and as a preliminary to the answer, I remind you that this job was advertised several times and prior to each advertisement, additional test pits were dug, so that before the actual award, the project had been unusually well tested; but, even so, the character of the material encountered was not representative of the test pits.

For instance, in the large cut from station 1670 to 1690, we had two bulldozer trenches, one of which was at least 16 feet deep, and five drill holes, four of which were down to subgrade and beyond. Throughout the remainder of the job, we had an adequate number of test holes, as I personally made an inspection of them shortly before the final letting.

We also had just finished the Barkley Springs-Algoma Section which was through a peat bog and which we thought similar to the one at Wocus Marsh. The resident engineer on that construction made the survey of the Lake Of The Woods Junction-Wocus Marsh Section and based his conclusions as to the amount of material needed to cross the swamp on the job just completed at Algoma. Our conclusions both as to the character of the material and the character of the swamp were seriously in error. The large cut from station 1670 to 1690 was much harder and contained a great deal more rock than the tests indicated. Much of the rest of the job from station 1250 to 1455 contained a great many more boulders than was indicated from our tests.

As it turned out, the ground conditions between Barkley Springs and Algoma were much more stable than through the Geary swamp, no doubt due to the consolidating effect of the Southern Pacific Railroad throughout the years, and by the cultivation of the swamp for agricultural purposes. In addition, our fill there was made during the summer season when the abutting property was planted to potatoes and the water table lowered to a considerable distance below the surface. On the other hand, the material through the Geary swamp was placed during the spring season when the water in the lake was unusually high and prior to the time Mr. Geary had started his pumps to lower the water table. He raises grass on this section, and I presume it never had received the consolidation from plowing that the Algoma Section had. We might have anticipated this and insisted that the fill be made during the dry season, but, of course, the contractor was anxious to do as much grading as possible first on the higher elevations and save this section for the winter and spring months.

When the unanticipated settlement began to take place and it was seen that we needed a great deal more material than could be gotten out of the cut, it was considered impractical to widen the cut or lower the grade line on account of the almost solid nature of the cut and the blocky way in which it had shot. On the other hand, adjacent to the cut on the north side of the hill there was material which was much more suitable for the fill and for the widening and stabilizing of Geary's dike than could be found in the cut. This material was also representative of what we anticipated the cut would be, on which the contractor's bid price was based. Had we attempted to deepen the cut, undoubtedly we would have had to negotiate a solid rock price for the additional material.

In a review of the job, I could see no place where additional pits could have been dug and the large rock buried, and I consider that sufficient care is being exercised in wasting it along the higher fills where it will not be unsightly. Of course it may have been possible to reduce these boulders to a workable size by block-holing and mud-capping, but the cost would have been excessive, and I do not feel that the gains from the aesthetic or construction standpoint would justify such a cost. It is probable that more wasting of boulders is done now on all jobs than years ago when equipment was smaller and it was impossible to handle them without blasting, but I feel that the present practice leads to economy in construction and the unsightliness is rather fancied than real.

There are several large borrow areas adjacent to the lake from station 1510 to 1550. These were contemplated in the original plan, as it was felt that the line should closely follow the shore of the lake and keep away from the steep hillside, which was covered with loose rocks which apparently were highly dangerous during the spring of the year. Had the safety of the public been entirely ignored, the line could have been thrown into the hill farther and the borrow pits concealed as cuts, but one of the borrow pits discloses a large fault of extreme geological interest. It is weathering quite badly and will not retain its shape for many years, but certainly a fault of such geological interest is not unsightly, and I did not notice any other borrow pits which were particularly unsightly or that would be noticed within a year or two after the vegetation has regrown.

On an adjacent job in the forest built by the Bureau of Public Roads, I noticed that the wasting of the boulders had been similar to on our job. The cuts did not contain the enormous number of boulders, but I noticed a good many had been wasted adjacent to the fills and in other manners, but they were not in the least objectionable from the neatness standpoint.

On account of the difficulty of financing secondary highways, it is necessary to be more economical than on primary highway construction projects where it has been customary for many years to borrow from pits removed from the highway, such as the Mazama Junction-Spring Creek Hill Section where the pits were several hundred feet from the right of way, but such practices can be carried to ~~silly~~ extremes, ~~and I think it is being done on many of the forest projects,~~ one of which was the Warm Springs where the contractor was caused prohibitive expense rather than operate a quarry from the cut face, which would not have been sufficiently unsightly to justify the expense to which he was put.

Every job is different and has individual problems, and I do not think any general rule can be followed. I realize we made a serious mistake in underestimating the softness of the Geary marsh, but I feel that we spent all the time and money possible in digging test pits, and that sufficient pits to have demonstrated the rocky and boulderish character of the pits was not financially practical. I think the appearance of this job will be entirely satisfactory and do not feel that any of the traveling public bound for the Lake Of The Woods will suffer from the unsightly appearance. I think the natural scenic beauties will offset any minor unsightliness in the disposal of boulders, and they will be covered by brush in a very few years.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
JUL 1953

No. 4304
By

ASS[illegible]ENT

June 18, 1953

Description: **Letter of June 17 by Mr. Polk regarding Oregon Project S-60 (1), Rocky Creek-Wocus Marsh Section**

Acknowledged by _ _ _ _ _ Referred to _ _ _ _ **Smith** ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx-Return with rough draft of reply _ _ _ _ _ _ _ _ _ signature
Please prepare for _

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 7-8-53 Report received _ _ _ _ _ _ _

Remarks:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 17, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-60(1), Rocky Creek-Wocus Marsh

Dear Sir:

An inspection of the above project during May revealed that boulders encountered in cuts whentoo large for the fills, are wasted on the side and finer material borrowed to complete the embankments. Also, that borrow pits are opened up wherever most convenient without regard for roadside appearance.

This office feels that some expense and effort is warranted in disposing of boulders either by burying under the embankment or hauling to a spoil dump out of sight of the traveling public. It is also believed that more thorough engineering supervision would eliminate the necessity for some of the borrow pits. Where borrow is required the pits should be designed to provide the best appearance possible. For instance, the uniform widening of an entire cut on one or both sides is not objectionable and is recommended in lieu of several smaller borrow pits even though overhaul quantities are substantially increased.

Very truly yours,

GPolk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Mr. Williams
Highway Engineer
Please prepare answer.

RECEIVED
[illegible]
FOR FILING

3-1060

Salem, Oregon
December 8, 1952

Mr. W. C. Williams

As you suggested Saturday over the telephone, I discussed this morning with Mr. M. Stephenson the necessary delay in attempting to construct the trestle bridge across Geary Canal on Contract No. 3719 with Peter Kiewit Sons' Company, following which I placed a telephone call for Ivan Bruensbach, Longview.

Mr. Bruensbach was away from the office at Pasco, Washington and was not expected to return for three days; therefore, I discussed the delay in the bridge construction with Mr. Miller. I advised Mr. Miller that the continued settlement of the embankment would not allow the construction of the pile bents for the trestle bridge at this time and probably not until such time as the embankment became more stable. Mr. Miller, speaking for the contractor, indicated that they preferred to prosecute the construction now but were perfectly willing to cooperate with us and abide by our decision to delay this construction to some later date. He indicated that the delay may not entail any additional cost to the contractor. At any rate he would issue the necessary instructions to the contractor's field forces at Klamath Falls.

W. W. Stiffler

WWS:ma

cc Mr. G. S. Paxson

3719

~~Form~~ PR-2 (Revised 1946)

-60(1)
S-60(2)
3719

8 670
State Oregon
Project No. S-60(2)

Federal Aid Secondary
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of November, 1951, a program, which was approved on the 11th day of March, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 8th day of May, 1952; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventy-seven thousand and 00/100 dollars ($177,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 579, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 880+00 in the NE 1/4, Section 15, T-36-S, R-6-E, W.M. and survey station 1640+50 in the SW 1/4, Section 15, T-36-S, R-8-E, W.M. except stations 1622+75 to 1624+75, length 14.163 miles, in Klamath County, being Oregon Federal Aid / Secondary project No. S-60(2), consisting of 14.163 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,. ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

952

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventy-seven thousand and 00/100 dollars ($177,000.00), which does not exceed the authorized Federal pro rata share of two hundred eighty-eight thousand, two hundred fourteen and 52/100 dollars ($288,214.52), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

/s/ H. B. Glaisyer
Secretary

By /s/ Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

/s/ R. H. Baldock
State Highway Engineer

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
OCT 6 1952
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (2)

LAKE OF THE WOODS JUNCTION-WOCUS MARSH SECTION

OF THE KLAMATH LAKE SECONDARY HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 25, 1952

Type Code 5231
Roadway (Sta. 880+00 to 1840+50)

All Required		Clearing and Grubbing (30%)		$ 16,500.00
280	cu. yds.	Trench Excavation, Unclassified	$ 3.00	840.00
94,000	cu. yds.	General Excavation, Unclassified	0.57	53,580.00
245,000	yd. sta.	Short Overhaul	0.01	2,450.00
10,700	C-yd. sta.	Long Overhaul	0.50	5,350.00
5.89	miles	Finishing Roadbed and Slopes	1,000.00	5,890.00
550	lin. ft.	18-inch Concrete Pipe	5.00	2,750.00
120	lin. ft.	24-inch Concrete Pipe	7.00	840.00
210	lin. ft.	36-inch Concrete Pipe	12.00	2,520.00
100	lin. ft.	Salvaging Culvert Pipe	1.25	125.00
5,500	cu. yds.	Pit Run Cinders in Base	0.70	3,850.00
32,000	cu. yds.	1" - 0 Cinders in Base and Shoulders	1.60	51,200.00
1,500	M-gal.	Sprinkling	2.50	3,750.00
18.16	miles	Preparation of Base	270.00	4,903.20
2,200	cu. yds.	1" - 0 Cinders in Binder Course	2.60	5,720.00
11,500	cu. yds.	Furnishing and Placing Aggregates	2.85	32,775.00
370	tons	Furnishing and Placing RC-3 Asphalt	50.00	18,500.00
820	tons	Furnishing and Placing 150-200 Asphalt	46.00	37,720.00
250	tons	Furnishing and Placing RS-1 Emulsified Asphalt	51.00	12,750.00
			Subtotal	$262,013.20
			10% Engr. & Cont.	26,201.32
			Total	$288,214.52

Length of Roadway	18.163 miles
Length of 1 Bridge	.028 mile (Exception)
Total Length	18.191 miles
Cost per mile, Roadway	$15,868.22

Federal Funds- -	$177,000.00
State Funds- -	111,214.52
	$288,214.52

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 8, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-60(2), Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Highway, have today been recommended for approval subject to such changes as may be required by our Division Office.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 8 1952
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (2)

LAKE OF THE WOODS JUNCTION-LOCUS MARSH SECTION OF THE KLAMATH LAKE SECONDARY HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 5, 1952

Type Code 5231
Roadway (Sta. 830+00 to 1840+50)

All Required		Clearing and Grubbing (30%)	$	$ 28,500.00
280	cu. yds.	Trench Excavation, Unclassified	3.00	840.00
94,000	cu. yds.	General Excavation, Unclassified	0.55	51,700.00
245,000	yd. stas.	Short Overhaul	0.02	4,900.00
10,700	C-yd. stas.	Long Overhaul	0.50	5,350.00
5.89	miles	Finishing Roadbed and Slopes	700.00	4,123.00
550	lin. ft.	18-inch Concrete Pipe	4.00	2,200.00
120	lin. ft.	24-inch Concrete Pipe	6.00	720.00
210	lin. ft.	36-inch Concrete Pipe	12.00	2,520.00
100	lin. ft.	Salvaging Culvert Pipe	2.50	250.00
5,500	cu. yds.	Pit-run Cinders in Base	0.90	4,950.00
32,000	cu. yds.	1" - 0 Cinders in Base and Shoulders	2.30	73,600.00
1,500	M-gals.	Sprinkling	2.50	3,750.00
18.16	miles	Preparation of Base	200.00	3,632.00
2,200	cu. yds.	1" - 0 Cinders in Binder Course	3.00	6,600.00
11,500	cu. yds.	Furnishing and Placing Aggregates	3.25	37,375.00
370	tons	Furnishing and Placing RC-3 Asphalt	45.00	16,650.00
820	tons	Furnishing and Placing 150-200 Asphalt	43.00	35,260.00
250	tons	Furnishing and Placing RS-1 Emulsified Asphalt	47.00	11,750.00
		Subtotal		$294,670.00
		10% Engr. & Cont.		29,467.00
		Total		$324,137.00

Length of Roadway	18.163 ~~18.158~~	miles
Length of Bridges	0.028 ~~0.033~~	miles (Exception)
Total Length	18.191	miles
Cost per mile, Roadway	~~$17,991.81~~ 17,846.00	

Federal Funds	$177,000.00
State Funds	147,137.00
	$324,137.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 30, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm that your March 24, 1952 request for approval of individual project program change with respect to Item 166, Project S-60(2), Lake of the Woods road to Wocus Marsh, was approved effective April 21, 1952.

The item will now appear on the Postwar Federal-aid Secondary Highway Program, as follows:

Item	166
County	Klamath
Project No.	S-60(2)
FAS Route No.	420
State Route	421
Termini	Lake of the Woods road to Wocus Marsh
Estimated Cost:	
Total	$340,000
Federal	177,000
State	163,000
Length	18.64 mile
Character of Work	6.3 mi. Gr. and Dr., 18.6 mi. intermediate type surfacing.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

[illegible]EIVED

Form PR 2 (Revised 1946)

S-60(1)

3719

669

State Oregon

Project No. S-60(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of October, 1952, by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 1949, a program, which was approved on the 27th day of May, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 4th day of December, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred fifty-two thousand and 00/100 dollars ($252,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939 act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1190+90 in the NE 1/4, Section 5, T-37-S, R-7-E, W.M. and survey station 1840+90 in the SW 1/4, Section 15, T-38-S, R-8-E, W.M., without exception,

, length 12.303 miles, in Klamath County, being Oregon Federal Aid /Secondary project No. S-60(1), consisting of 12.270 miles of roadway and two bridges, each of more than 20 feet clear span, 0.033 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

REC OCT 6 1952 OREGON

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred fifty-two thousand and 00/100 dollars ($252,000.00), which does not exceed the authorized Federal pro rata share of four hundred twenty-eight thousand seven hundred forty-two and 87/100 dollars ($428,742.87), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

/s/ H. B. Glaisyer
Secretary

By /s/ Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

/s/ R. H. Baldock
State Highway Engineer

By /s/ Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By /s/ W. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
OCT 6 1952
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (1)

ROCKY CREEK-WOCUS MARSH SECTION
OF THE KLAMATH LAKE SECONDARY HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 25, 1952

Type Code 2010
Roadway (Sta. 1190+90 to 1840+50)

All Required		Clearing and Grubbing (70%)		$ 38,500.00
370	cu. yds.	Trench Excavation, Unclassified	$ 3.00	1,110.00
324,000	cu. yds.	General Excavation, Unclassified	0.57	184,680.00
79,000	cu. yds.	Special Borrow Excavation, Unclassified	0.42	33,180.00
959,000	yd. sta.	Short Overhaul	0.01	9,590.00
46,100	C-yd. sta.	Long Overhaul	0.50	23,050.00
12.27	miles	Finishing Roadbed and Slopes	1,000.00	12,270.00
1,450	lin. ft.	18-inch Concrete Pipe	5.00	7,250.00
200	lin. ft.	24-inch Concrete Pipe	7.00	1,400.00
520	lin. ft.	36-inch Concrete Pipe	12.00	6,240.00
330	lin. ft.	24-inch Extra Strength Concrete Pipe	8.00	2,640.00
600	lin. ft.	18-inch Corrugated Metal Pipe	4.50	2,700.00
40	lin. ft.	24-inch Corrugated Metal Pipe	7.00	280.00
20	lin. ft.	36-inch Corrugated Metal Pipe	13.00	260.00
2	only	24-inch Metal Headgate	100.00	200.00
50	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	33.00	1,650.00
36,800	cu. yds.	Pit Run Cinders in Base	0.70	25,760.00
1,200	M-gal.	Sprinkling	2.50	3,000.00
			Subtotal	$353,760.00
			10% Engr. & Cont.	35,376.00
			Total	$389,136.00

Type Code X021
Bridge (Sta. 1622+75 to 1624+25)

2,625	lin. ft.	Furnish Treated Piling	$ 1.45	$ 3,806.25
35	only	Drive Treated Piles	65.00	2,275.00
210	cu. yds.	Class "A" Concrete in Bridge	80.00	16,800.00
50,000	lbs.	Metal Reinforcement in Bridge	0.10	5,000.00
7	M-FBM	Treated Lumber in Place	285.00	1,995.00
				$ 29,876.25

Type Code X028
Concrete Culvert (Sta. 1218+33 to 1218+57)

90	cu. yds.	Trench Excavation	$ 3.00	$ 270.00
80	cu. yds.	Class "A" Concrete	57.00	4,560.00
13,000	lbs.	Metal Reinforcement	0.10	1,300.00
				$ 6,130.00

Subtotal	$ 36,006.25
10% Engr. & Cont.	3,600.62
Total	$ 39,606.87

Length of Roadway	12.270 miles
Length of Bridge	.033 mile
Total Length	12.303 miles
Cost per mile, Roadway	$31,714.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$389,136.00	$228,720.00	$160,416.00
Structures	39,606.87	23,280.00	16,326.87
	$428,742.87	$252,000.00	$176,742.87

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (1)

ROCKY CREEK-WOCUS MARSH SECTION OF THE KLAMATH LAKE SECONDARY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 5, 1952

Type Code 2010
Roadway (Sta. 1190+90 to 1840+50)

All Required		Clearing and Grubbing (70%)		$ 66,500.00
370	cu. yds.	Trench Excavation, Unclassified	$3.00	1,110.00
324,000	cu. yds.	General Excavation, Unclassified	0.55	178,200.00
79,000	cu. yds.	Special Borrow Excavation, Unclassified	0.50	39,500.00
959,000	yd. stas.	Short Overhaul	0.02	19,180.00
46,100	C-yd. stas.	Long Overhaul	0.50	23,050.00
12.27	miles	Finishing Roadbed and Slopes	700.00	8,589.00
1,450	lin. ft.	18-inch Concrete Pipe	4.00	5,800.00
200	lin. ft.	24-inch Concrete Pipe	6.00	1,200.00
520	lin. ft.	36-inch Concrete Pipe	12.00	6,240.00
330	lin. ft.	24-inch Extra Strength Concrete Pipe	7.00	2,310.00
600	lin. ft.	18-inch Corrugated Metal Pipe	4.75	2,850.00
40	lin. ft.	24-inch Corrugated Metal Pipe	6.50	260.00
20	lin. ft.	36-inch Corrugated Metal Pipe	13.00	260.00
2	only	24-inch Metal Headgate	150.00	300.00
50	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	35.00	1,750.00
36,800	cu. yds.	Pit Run Cinders in Base	0.90	33,120.00
1,200	M-gals.	Sprinkling	2.50	3,000.00
		Subtotal		$393,219.00
		10% Engr. & Cont.		39,321.90
		Total		$432,540.90

Type Code X021
Bridge (1622+75 to 1624+25)

2,625	lin. ft.	Furnish Treated Piling	1.85	(Alternate)
35	only	Drive Treated Piles	85.00	"
700	lin. ft.	Furnish Treated Pile Extension	2.00	1,400.00
1,925	lin. ft.	Furnish Untreated Piling	0.70	1,347.50
35	only	Drive Composite Piles	90.00	3,150.00
210	cu. yds.	Class "A" Concrete in Bridge	80.00	16,800.00

50,000	lbs.	Metal Reinforcement in Bridge	0.14	$ 7,000.00
7	M-FBM	Treated Lumber in Place	300.00	2,100.00
				$ 31,797.50

Type Code ~~X018~~ X028
Concrete Culvert (Sta. 1218+33 to 1218+57)

90	cu. yds.	Trench Excavation	$ 3.00	$ 270.00
80	cu. yds.	Class "A" Concrete	75.00	6,000.00
13,000	lbs.	Metal Reinforcement	0.15	1,950.00
				$ 8,220.00

Subtotal	$ 40,017.50
10% Engr. & Cont.	4,001.75
Total	$ 44,019.25

Length of Roadway	12.270 miles
Length of Bridge	.033 miles
Total Length	12.303 miles
Cost per mile, Roadway	$35,251.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$432,540.90	$228,723.00	$203,817.90
Structures	44,019.25	23,277.00	20,742.25
	$476,560.15	$252,000.00	$224,560.15

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P. S. and E. documents for Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C. J. Polk
C. J. POLK
District Engineer

RECEIVED
MAY 8 1952
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 30, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm that your request for approval of individual project program change with respect to Item 79, Project S-60(1), Rocky Creek to 5.1 miles northwesterly of FA 4 in Klamath Falls, was approved effective April 22, 1952.

The item will now appear on the Postwar Federal-aid Secondary Highway Program as follows:

Item	79
County	Klamath
Project No.	S-60(1)
FAS Route	420
State Route	421
Termini	Rocky Creek to 5.1 mi. northwesterly of FA 4 in Klamath Fall
Estimated Cost:	
Total	$485,000
Federal	252,000
State	233,000
Length	12.303 miles
Character of Work	Grading, draining, 2-lane intermediate type surfacing.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C G Peck
(District Engineer)

FROM: R H Baldock
(State Highway Engineer)

Mar '5
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Klamath

Tenth Supplemental

Route No. FAS 420

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
Item as Now Programed	166	S-60(2)	Lake of the Woods Road to Wocus Marsh	Survey-Plans					6.0 mi. Gr. & Dr.; 18.3 mi. intermediate type surfacing
				Right-of-Way					
				Construction	450000	279000	171,000		
				TOTAL	450000	279000	171,000	18.30	
Requested Revision	166	S-60(2)	Lake of the Woods Road to Wocus Marsh	Survey-Plans					6.3 mi. Gr. & Dr.; 18.6 mi. intermediate type surfacing
				Right-of-Way					
				Construction	340,000	177000	163000		
				TOTAL	340,000	177000	163000	18.64	

Program Balance of ____________ funds subsequent to approval of this and previously recommended changes is $____________

Program Revision Request

Date ____________, 195__

By ____________
(State Highway Engineer)

Recommended for Approval: ____________ (District Engineer) ____________ (Date)

Reason for change: Later and more complete survey data has developed programmed cost to be too high. (also length is slightly longer than shown in program.

Recommended: ____________ (Division Engineer) ____________ (Date)

Approved: ____________ (Acting Commissioner) ____________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—01038-1

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

MEMO TO:

C. J. Polk
(District Engineer)

March 24, 1952
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Klamath

Tenth Supplemental

Route No. FAS 420

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER O PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	166	S-60 (2)	Lake of the Woods Road to Rocus Marsh	Survey-Plans					6.0 mi. Gr. & Dr.; 18.3 mi. intermediate type surfacing.
				Right-of-Way					
				Construction	450,000	279,000	171,000		
				TOTAL	450,000	279,000	171,000	18.30	
REQUESTED REVISION	166	S-60 (2)	Lake of the Woods Road to Rocus Marsh	Survey-Plans					6.3 mi. Gr. & Dr., 18.6 mi. intermediate type surfacing.
				Right-of-Way					
				Construction	340,000	177,000	163,000		
				TOTAL	340,000	177,000	163,000	18.64	

Program Balance of ____________ funds subsequent to approval of this and previously recommended changes is $____________

Program Revision Request

Date March 24, 1952

By ____________
(State Highway Engineer)

Recommended for Approval: ____________
(District Engineer)
____
(Date)

Reason for change: Later and more complete survey data has developed programmed cost to be too high. Also length is slightly longer than shown in program.

Recommended: ____________
(Division Engineer)
____
(Date)

Approved: ____________
(Acting Commissioner)
____
(Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

[illegible]
(District Engineer)

FROM: R H Baldock
(State Highway Engineer)

Mar [illegible]
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Between Federal aid Secondary Highway Engineers
(Previous program)

(Date of approval)

COUNTY Klamath

Route No.

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST: Class of Work	PROJECT COST: Total Cost	PROJECT COST: Federal Funds	PROJECT COST: State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	79	S-60(1)	Rocky Cross to Worden [illegible]	Survey-Plans					Gr, Dr 2-lane low type surfacing
				Right-of-Way					
				Construction	384464	150000	234464		
				TOTAL	384464	150000	234464	12.30	
REQUESTED REVISION		S-60(1)	Rocky [illegible] to Worden [illegible]	Survey-Plans					Gr, Dr. 2-lane low type surfacing
				Right-of-Way					
				Construction	485000	252000	233000		
				TOTAL	485000	252000	233000	12.30	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date ______, 195__

By ______
(State Highway Engineer)

Reason for change: Bids received for this project previously indicated estimate too low, this being due principally to rising cost trend.

Recommended: ______ (Division Engineer) ______ (Date)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61039-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

March 24, 1952
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Klamath

Route No.

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	79	S-60 (1)	Rocky Creek to Wocus Marsh	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	384,464	150,000	234,464		
				TOTAL	384,464	150,000	234,464	12.30	
REQUESTED REVISION		S-60 (1)	Rocky Creek to Wocus Marsh	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	485,000	252,000	233,000		
				TOTAL	485,000	252,000	233,000	12.30	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date March 24, 1952

By ______
(State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Reason for change: Bids received for this project previously indicated estimate too low, this being due principally to ~~raising~~ rising cost trend.

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61039-1

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (1)

ROCKY CREEK-MODOC POINT SECTION

OF THE KLAMATH LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 25, 1951

Type Code 2010
Roadway (Sta. 1190+90 to 1840+50)

All Required		Clearing and Grubbing		$ 35,000.00
450	cu. yds.	Trench Excavation, Unclassified	$ 3.00	1,350.00
288,000	cu. yds.	General Excavation, Unclassified	0.53	152,640.00
79,000	cu. yds.	Special Borrow Excavation, Unclassified	0.45	35,550.00
5,500	cu. yds.	Canal Excavation, Unclassified	0.25	1,375.00
829,000	yd. stas.	Short Overhaul	0.02	16,580.00
24,800	C-yd. stas.	Long Overhaul	0.50	12,400.00
12.27	miles	Finishing Roadbed and Slopes	500.00	6,135.00
1,650	lin. ft.	18-inch Concrete Pipe	3.50	5,775.00
200	lin. ft.	24-inch Concrete Pipe	5.00	1,000.00
310	lin. ft.	36-inch Concrete Pipe	10.00	3,100.00
330	lin. ft.	24-inch Extra Strength Concrete Pipe	6.00	1,980.00
600	lin. ft.	18-inch Corrugated Metal Pipe	4.50	2,700.00
20	lin. ft.	36-inch Corrugated Metal Pipe	10.00	200.00
360	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	30.00	10,800.00
42,000	cu. yds.	Cinders in Surfacing	0.70	29,400.00
1,200	M-gal.	Sprinkling	2.50	3,000.00
			Subtotal	$318,985.00
			10% Engr. & Cont.	31,898.50
			Total	$350,883.50

Type Code X021
Bridge (Sta. 1622+75 to 1624+25)

7	M-FBM	Treated Lumber in Place	$300.00	$ 2,100.00
2,730	lin. ft.	Furnish Treated Piling	1.75	4,777.50
35	only	Drive Piles	100.00	3,500.00
210	cu. yds.	Class "A" Concrete	65.00	13,650.00
50,000	lbs.	Metal Reinforcement	0.13	6,500.00
			Subtotal	$ 30,527.50
			10% Engr. & Cont.	3,052.75
			Total	$ 33,580.25

Length of Roadway	12.275 miles
Length of Bridge	.028 mile
Total Length	12.303 miles
Cost per mile, Roadway	$28,585.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$350,883.50	$136,899.00	$213,984.50
Structure	33,580.25	13,101.00	20,479.25
	$384,463.75	$150,000.00	$234,463.75

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

Probert,

August 6, 1951

cp. to file

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P. S. and E. documents for Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

REFERRED TO
Mr. Williams
By State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (1)

ROCKY CREEK-COCUS MARSH SECTION
OF THE KLAMATH LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~August~~ Sept 2, 1951

Type Code 2010
Roadway (Sta. 1190+90 to 1840+50)

All Required		Clearing and Grubbing		$ ~~30,000.00~~ 35000.00
~~All Required~~		~~Roadside Cleanup~~		~~5,000.00~~
450	cu. yds.	Trench Excavation, Unclassified	$ 3.00	1,350.00
288,000	cu. yds.	General Excavation, Unclassified	0.53	152,640.00
79,000	cu. yds.	Special Borrow Excavation, Unclassified	0.45	35,550.00
5,500	cu. yds.	Canal Excavation, Unclassified	0.25	1,375.00
829,000	yd. stas.	Short Overhaul	0.02	16,580.00
24,800	C-yd. stas.	Long Overhaul	0.50	12,400.00
12.27	miles	Finishing Roadbed and Slopes	500.00	6,135.00
1,650	lin. ft.	18-inch Concrete Pipe	3.50	5,775.00
200	lin. ft.	24-inch Concrete Pipe	5.00	1,000.00
310	lin. ft.	36-inch Concrete Pipe	10.00	3,100.00
330	lin. ft.	24-inch Extra Strength Concrete Pipe	6.00	1,980.00
600	lin. ft.	18-inch Corrugated Metal Pipe	4.50	2,700.00
20	lin. ft.	36-inch Corrugated Metal Pipe	10.00	200.00
360	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	30.00	10,800.00
42,000	cu. yds.	Cinders in Surfacing	0.70	29,400.00
1,200	M-gal.	Sprinkling	2.50	3,000.00
			Subtotal	$318,985.00
			10% Engr. & Cont.	31,898.50
			Total	$350,883.50

Type Code X021
Bridge (Sta. 1622+75 to 1624+25)

7	M-FBM	Treated Lumber in Place	$300.00	$ 2,100.00
2,730	lin. ft.	Furnish Treated Piling	1.75	4,777.50
35	only	Drive Piles	100.00	3,500.00
210	cu. yds.	Class "A" Concrete	65.00	13,650.00
50,000	lbs.	Metal Reinforcement	0.13	6,500.00
			Subtotal	$ 30,527.50
			10% Engr. & Cont.	3,052.75
			Total	$ 33,580.25

Length of Roadway	12.275 miles
Length of Bridge	.028 mile
Total Length	12.303 miles
Cost per mile, Roadway	$28,585.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$350,883.50	$136,899.00	$213,984.50
Structure	33,580.25	13,101.00	20,479.25
	$384,463.75	$150,000.00	$234,463.75

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C G Paul
Act. (District Engineer)

FROM: R H Baldock (State Highway Engineer)

Aug '51 (Date)

The following major program change of the individual project is requested:

Oregon (State)

Postwar Federal Aid Secondary Highway Program (Previous program)

(Date of approval)

COUNTY Klamath

First Supplemental

Route No. FAS 420

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	79	S-60(2)	Rocky Cr. to Wocus Marsh	Survey-Plans					Gr., Dr., Br., 2-Course low type Surfacing
				Right-of-Way					
				Construction	350215	150000	200215		
				TOTAL	350215	150000	200215	1230	
REQUESTED REVISION	79	S-60(2)	Rocky Cr. to Wocus Marsh	Survey-Plans					Same
				Right-of-Way					
				Construction	384464	150.000	234,464		
				TOTAL	384464	150000	234464	1230	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Reason for change: Bids received for this project, previously indicated estimate too low, this being due principally to rising cost trend

Program Revision Request

Date Aug, 1951

By Asst (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

August 2, 1951
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Klamath

First Supplemental

Route No. FAS 420

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	79	S-60 (2)	Rocky Creek to Hocus Marsh	Survey-Plans					Gr., Dr., Br., 2-lane low-type surfacing
				Right-of-Way					
				Construction	350,215	150,000	200,215		
				TOTAL	350,215	150,000	200,215	12.30	
REQUESTED REVISION	79	S-60 (2)	Rocky Creek to Hocus Marsh	Survey-Plans					Same
				Right-of-Way					
				Construction	384,464	150,000	234,464		
				TOTAL	384,464	150,000	234,464	12.30	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: Bids received for this project previously indicated estimate too low, this being due principally to rising cost trend.

Date August 2, 1951

By Ass't.
(State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 10, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending six copies of revised proposals and seven copies of revised plan sheets numbers 1, 2, 18 and 21 for the Rocky Creek-Wocus Marsh Section, Project No. S-60 (1)

Revisions made on these documents are to provide for the construction of two concrete culverts required because of right of way commitments and accordingly no change occurs in the Federal-aid portion of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

FORM E 30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is the ~~Umatilla~~ Klamath County Court's approval of the Rocky Creek-Wocus Marsh Section, FAS Project No. S-60(1), on the Klamath Lake Highway, FAS Highway No. 420.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

Mr. Probert

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P.S. and E. documents for Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

C. G. POLK
Acting District Engineer

Original to
Mr. Williams desk

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (1)

ROCKY CREEK-ROGUE MARSH SECTION
OF THE KLAMATH LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 26, 1951

Type Code 2010
Roadway (Sta. 1190+90 to 1840+50)

All Required		Clearing and Grubbing		$ 30,000.00
All Required		Roadside Cleanup		5,000.00
450	cu. yds.	Trench Excavation, Unclassified	$ 3.00	1,350.00
288,000	cu. yds.	General Excavation, Unclassified	0.45	129,600.00
79,000	cu. yds.	Special Borrow Excavation, Unclassified	0.40	31,600.00
5,500	cu. yds.	Canal Excavation, Unclassified	0.25	1,375.00
829,000	yd. stas.	Short Overhaul	0.015	12,435.00
24,800	C-yd. stas.	Long Overhaul	0.50	12,400.00
12.27	miles	Finishing Roadbed and Slopes	500.00	6,135.00
1,650	lin. ft.	18-inch Concrete Pipe	3.50	5,775.00
200	lin. ft.	24-inch Concrete Pipe	5.00	1,000.00
310	lin. ft.	36-inch Concrete Pipe	10.00	3,100.00
330	lin. ft.	24-inch Extra Strength Concrete Pipe	6.00	1,980.00
600	lin. ft.	18-inch Corrugated Metal Pipe	4.50	2,700.00
20	lin. ft.	36-inch Corrugated Metal Pipe	10.00	200.00
360	lin. ft.	72-inch Arch Type Corrugated Metal Pipe	30.00	10,800.00
42,000	cu. yds.	Cinders in Surfacing	0.70	29,400.00
1,200	M-gal.	Sprinkling	2.50	3,000.00
			Subtotal	$287,850.00
			10% Engr. & Cont.	28,785.00
			Total	$316,635.00

Type Code X021
Bridge (Sta. 1622+75 to 1624+25)

7	M-FBM	Treated Lumber in Place	$300.00	$ 2,100.00
2,730	lin. ft.	Furnish Treated Piling	1.75	4,777.50
35	only	Drive Piles	100.00	3,500.00
210	cu. yds.	Class "A" Concrete	65.00	13,650.00
50,000	lbs.	Metal Reinforcement	0.13	6,500.00
			Subtotal	$ 30,527.50
			10% Engr. & Cont.	3,052.75
			Total	$ 33,580.25

Length of Roadway	12.275 miles
Length of Bridge	.028 mile
Total Length	12.303 miles
Cost per mile, Roadway	$25,795.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$316,635.00	$135,617.00	$181,018.00
Structure	33,580.25	14,383.00	19,197.25
	$350,215.25	$150,000.00	$200,215.25

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C G Park
(District Engineer)

June 195_
(Date)

FROM: R H Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon (State)

P.W. Federal in Secondary Highway Program (Previous program)

(Date of approval)

COUNTY Klamath

Route No. FAS 420

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	79	S-60(1)	Rocky Pt. to Wocus Marsh	Survey-Plans					Gr., Dr., Br., 2-lane Low Type Surfacing
				Right-of-Way					
				Construction					
				TOTAL	311092	150000	161092	17.30	
REQUESTED REVISION	79	S-60(1)	Rocky Pt. to Wocus Marsh	Survey-Plans					Gr., Dr., Br., 2-lane Low Type Surfacing
				Right-of-Way					
				Construction	350215	150000	200,215		
				TOTAL	350215	150000	200215	17.30	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date June, 1951

By ______ (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Reason for change:

(A)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

June 28, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Rocky Creek-Wocus Marsh Section
F.A.P. Oregon S-60(1)

Herewith two copies of Form NPAF-24 (application for authority to commence construction on the above project.)

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG/ds
Attached

cc C. A. Gardner
S. H. Probert ✓

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Folk
(District Engineer)

June 27, 1951
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Klamath

Route No. F[illegible]-420

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	79	-60 (1)	Rocky Creek to Hocus Marsh	Survey-Plans					Gr., Dr., Br., 2-lane low-type surfacing
				Right-of-Way					
				Construction					
				TOTAL	311,092	150,000	161,092	12.30	
REQUESTED REVISION	79	-60 (1)	Rocky Creek to Hocus Marsh	Survey-Plans					Gr., Dr., Br., 2-lane low-type surfacing
				Right-of-Way					
				Construction	350,215	150,000	200,215		
				TOTAL	350,215	150,000	200,215	12.30	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Reason for change: Raising the grade where highway serves as a dike along the Geary Canal to provide a greater safety factor and decreasing the grade (Sta. 1665 to 1685) to secure additional excavation materials to eliminate hauling borrow materials across bridge, Sta. 1623+50, resulted in some increase in cost of project.

Program Revision Request

Date June 27, 1951

By ~~Assistant~~
(State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

June 27, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending six copies of estimate, four copies of right of way statement and eight copies of program change form to accompany plans and specifications for the Rocky Creek-Wocus Marsh Section, Project No. S-60 (1).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

JWH:gs

Encl.

December 12, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised special provision page number 17-R and six copies of letter sent to prospective bidders for the Rocky Creek-Wocus Marsh Section, Project No. S-60 (1).

One copy of the special provision page has been marked to indicate the changes which have been made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

JWN:gs

Encl.

December 4, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing revised special provision pages numbers 7 and 8 for the Rocky Creek-Wocus Marsh Section, Project No. ~~S-109 (1)~~ S-60(1) on which pages changes have been made requiring completion of the embankments adjacent to the Geary Canal bridge thirty days prior to driving the bridge piling. This change has been requested by Mr. Paxson to insure compaction and stabilization of the existing ground prior to the bridge construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWN:gs

Encl.

OREGON DISTRICT
MONTANA
OREGON
IDAHO
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

December 1, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program change in Item 79, Project S-60(1), of the first supplement Oregon Postwar Federal-aid Secondary Highway Program dated March 15, 1949, is approved effective November 29, 1950.

This action was taken in response to your request for approval of individual project program change dated November 21, 1950.

The item will now appear on the program as follows:

Item	79
County	Klamath
Project No.	S-60(1)
Federal-aid Sec. Rte.	420
Termini:	Rocky Cr. to 5.1 mile N.W. of Jct. FA4 (Klamath Falls)
Construction:	
Total	$300,000
Federal Funds	150,000
State Funds	150,000
Length	12.3 miles
Character of Work	Gr., Dr., Br., 2-lane low-type Surfacing

Very truly yours,

T. M. Davis
District Engineer

November 29, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Rocky Creek-Wocus Marsh Section, Project No. S-60 (1).

Six bid proposals and one set of full scale plans are being sent under separate cover. The plans are incomplete for the reason they do not include the structure drawing for the bridge at Station 1623. Copies of this drawing will be submitted in the next day or two.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-60 (1)

ROCKY CREEK-WOCUS MARSH SECTION
OF THE KLAMATH LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 29, 1950

Type Code 2010
Roadway (Sta. 1190+90 to 1840+50)

All Required		Clearing and Grubbing		$ 28,000.00
All Required		Roadside Cleanup		~~3,000.00~~ Sup —
450	cu. yds.	Trench Excavation, Unclassified	$ 3.00	1,350.00
233,000	cu. yds.	General Excavation, Unclassified	0.45 .50	104,850.00
102,000	cu. yds.	Special Borrow Excavation, Unclassified	0.40 .45	40,800.00
5,500	cu. yds.	Canal Excavation, Unclassified	0.30 35	1,650.00
695,000	yd. stas.	Short Overhaul	0.015	10,425.00
13,700	C-yd. stas.	Long Overhaul	0.50	6,850.00
33 12.27	miles	Finishing Roadbed and Slopes	400.00 500	4,908.00
1,650	lin. ft.	18" Concrete Pipe	3.50	5,775.00
200	lin. ft.	24" Concrete Pipe	4.75	950.00
310	lin. ft.	36" Concrete Pipe	10.00	3,100.00
330	lin. ft.	24" Extra Strength Concrete Pipe	5.50	1,815.00
600	lin. ft.	18" Corrugated Metal Pipe	4.50	2,700.00
20	lin. ft.	36" Corrugated Metal Pipe	10.00	200.00
360	lin. ft.	72" Arch Type Corrugated Metal Pipe	26.00 30	9,360.00
42,000	cu. yds.	Cinders in Surfacing	0.60 .70	25,200.00
1,200	M-gals.	Sprinkling	2.00 150	2,400.00
			Subtotal	$253,333.00
			10% Engr. & Cont.	25,333.30
			Total	$278,666.30

Type Code X021
Bridge (Sta. 1622+75 to 1624+25)

7	M-FBM	Treated Lumber in Place	$300.00	$ 2,100.00
2,730	lin. ft.	Furnish Treated Piling	1.75	4,777.50
35	only	Drive Piles	100.00	3,500.00
210	cu. yds.	Class "A" Concrete	60.00	12,600.00
50,000	lbs.	Metal Reinforcement	0.13	6,500.00
			Subtotal	$ 29,477.50
			10% Engr. & Cont.	2,947.75
			Total	$ 32,425.25

Length of Roadway	12.275 miles
Length of Bridge	.028 mile
Total Length	12.303 miles
Cost per mile, Roadway	$22,701.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$278,666.30	$134,365.00	$144,301.30
Structure	32,425.25	15,635.00	16,790.25
	$311,091.55	$150,000.00	$161,091.55

ROCKY CREEK-WOCUS MARSH SECTION

PROJECT NO. 60 (1)

While negotiations for rights of way are in progress, nine parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way or rights of entry can be made fully available within fifteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

November 29, 1950

ROCKY CREEK-WOCUS MARSH SECTION

PROJECT NO. S-60(1)

While negotiations for rights of way are in progress two parcels have not been acquired but it is now believed that all necessary rights of way or rights of entry can be made fully available within twenty days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 26, 1951

ROCKY CREEK-WOCUS MARSH SECTION

PROJECT NO. S-60 (1)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1951

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

November 21, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous Program)

(Date of Approval)

COUNTY Klamath

FA or FAS Route No. FAS 420

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programmed	79	S-60(1)	Rock Cr. to 5.7 mi. N.W. of Jct. with FA 4 (Klamath Falls)	Survey-Plans					Gr., Dr., Br., 2-lane Low-type Surfacing
				Right-of-Way					
				Construction	250,000	150,000	100,000		
				Total	250,000	150,000	100,000	11.3	
Requested Revision	79	S-60(1)	Rocky Cr. to 5.1 mi. N.W. of Jct. FA 4 (Klamath Falls)	Survey-Plans					Gr., Dr., Br., 2-lane Low-type Surfacing
				Right-of-Way					
				Construction	300,000	150,000	150,000		
				Total	300,000	150,000	150,000	12.3	

Program Balance subsequent to approval of this and previously recommended change is: $

Reason for Change: To make proper connections with existing highway it has been necessary to increase length of project approximately one mile. The overrun in estimated cost is due principally to the additional length.

Recommended for approval ______ District Engineer ______ (date) Recommended: ______ Division Engineer ______ (date)

Approval Requested ______ Asst. State Highway Engineer ______ (date) Approved: ______ Acting Commissioner ______ (date)

RECEIVED
AUG 1 1952
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711

July 31, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 28, 1952 on Contract No. 3719, Lake of the Woods Junction-Wocus Marsh Section, in connection with Federal Aid Project No. S-60 (1), S-60 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/se

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FOR FILING

3919

June 30, 1952

Peter Kiewit Sons' Co.
8th and Douglas Streets
Longview, Washington

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on May 26, 1952 by the State Highway Commission, as follows:

Contract No. 3716, for grading on the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County.

Contract No. 3719, covering the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County.

An executed copy of each of the above contracts is also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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JUN [illegible] 1952
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]
[illegible] (2)
3919

May 26, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project No. S-60(1), Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Highway, to Peter Kiewit Sons Company, Longview, Washington, low bidder in the amount of $681,309.45 for this project combined with Project S-60(2), at the May 26, 1952 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 29 1952
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

[illegible]

3719

May 26, 1952

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Enclosed for your approval are five copies of Supplemental Tabulation No. 59 revising FAS Route 420 in Klamath County. Also enclosed are four copies of sheet 6, general highway map of Klamath County, upon which the proposed revision is shown in color.

The requested revision results from a line change between Lake of the Woods Junction and Rocky Creek which will be made in constructing the Lake of the Woods-Wocus Marsh Section, Oregon Project Nos. S-60(1) and S-60(2). The revision between Rocky Creek and Wocus Marsh was taken care of in Supplemental Tabulation No. 42 approved by the Bureau of Public Roads on December 4, 1950.

This revision will result in a reduction in both state and total system mileage of 0.40 mile.

County approval of the revision is indicated by the signatures of the Klamath County Court on all copies of the enclosed map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
cc: J. W. Cattrall
S. H. Probert

FORM E-30 25M 9-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1952

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed is a suggested letter to the B.P.R. requesting approval of a revision in the route of FAS 420 which will result from the construction of the proposed Lake of the Woods Junction-Wocus Marsh project.

Four copies of the letter of transmittal, five copies of S.T. No. 59, and four copies of the general highway map should be forwarded to the B.P.R.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
W. C. WILLIAMS

RECEIVED
MAY 26 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

3779

May 26, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project No. S-60(2), Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Highway, to Peter Kiewit Sons Company, Longview, Washington, low bidder in the amount of $681,309.45 for this project combined with Project S-60(1), at the May 26, 1952 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAY 29 1952
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

March 20, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item 166, Project S-60(2), as described in the tenth supplemental Federal-aid Secondary Highway Program to said program is approved effective March 11, 1952. We quote as follows from Acting Commissioner Hilts' March 11, 1952 memorandum to our Western Headquarters relative this action:

> "This project was previously submitted as a part of the tenth supplemental program but approval was held in abeyance in our memorandum of January 15, 1952, in accordance with your recommendation, pending further justification of the high cost per mile of this project. The information included with your current memorandum indicates the estimated high cost per mile is justified as the topography the project traverses is rugged and somewhat mountainous. It is also indicated that necessity of providing adequate stability to serve the log haul traffic adds to the cost of the project. Under the circumstances, the addition of Item 166 to the program is considered as being satisfactory.
>
> We note you refer in your memorandum to this item as Project S-60(1). Please note that the correct designation of this project should be S-60(2).
>
> The supporting papers included with your memorandum of December 11, 1951 indicated that the projects in the tenth supplemental program, of which Item 166 is a part, were selected in cooperation with appropriate local officials and they meet the criteria for approval of construction projects as covered by the Commissioner's memorandum of June 12, 1951."

NOTED
W. C. WILLIAMS

Very truly yours,

C. G. POLK, District Engineer

By R E McMullen

R. E. McMULLEN
Program & Planning Engineer

RECEIVED
FOR FILING

ROCKY CREEK-WOCUS MARSH

$250,000 was set up in the construction program for this project in 1950.

On December 20th, 1950, bids were called and five bids were received, as follows:

F. L. Somers	$334,015
Leonard & Slate	346,759
Rogers Construction Co.	402,510
McNutt Bros.	424,738
Peter Kiewit Sons' Co.	563,733
Engineer's Estimate	282,810 + 12½% for engineering & contingencies

NOTED
State Highway Engineer

Low bid was more than 10% above the engineer's estimate, and bids were rejected. F. L. Somers' bid was $14,000 higher on clearing and $32,000 higher on general excavation than the engineer's estimate and appeared unreasonably high.

The grade was changed, which increased the quantity of general excavation 67,000 cubic yards, and decreased the borrow excavation 33,000 cubic yards. These changes increased the estimated cost of the project $32,000. A box culvert was added, which increased the estimated cost $5,500.

On July 17th, 1951, bids were called and only one bid was received, as follows:

McNutt Bros.	$589,959
Engineer's Estimate	334,667 + 12½%

On August 21st, 1951, bids were called for the third time, and three bids were received, as follows:

Leonard & Slate	$495,810
J. W. Briggs	531,218
K. L. Goulter	613,690
Engineer's Estimate	367,117 + 12½%

Bids rejected.

Leonard & Slate's bid was $50,000 higher on clearing, $61,000 higher on grading and slightly higher on all other items than the engineer's estimate.

The change made in the grade increasing the general excavation quantities is one of the factors which has caused higher bid prices. Also, the inflationary trend has increased the grading and structure construction costs about 15% during the past nine months, or since the first bid was received December 20th, 1950. Both these items were taken into consideration when we prepared our estimates for the second and third call for bids.

Many of our good grading contractors do not appear to be interested in this project and give various reasons, i.e. too busy on present work, too much rock and large boulders, swampy land along lake, bad location and our bid would be too high and we would not get the job.

Mr. Fred Slate of Leonard & Slate who was second bidder December 20th, 1950, and low bidder August 21st, 1951, said that the ground was covered with snow and they could not see all the rock excavation when they made their first bid. If they had seen all the rock, their first bid would have been much higher.

Mr. Slate thought they might come down a little from their last bid, and, if we would come up in our estimate, we might get together on bid prices.

The bid prices we have received, particularly on clearing and grading, are too high for the work required. The grade change which increased quantity is mostly through a cinder and boulder dome and should not increase the unit bid price, as the material can be moved quite easily. Clearing consists of ponderosa pine, jackpine, scrub oak and manzanita brush, and clearing and grubbing is not too difficult.

The job is located off a travelled road, and it is necessary to walk about eight or ten miles to look it over, which is probably one reason several contractors have not bid. Apparently most of the contractors think the large cinder and boulder cut (121,000 cu. yds.), station 1637 to 1690, is solid rock, but test holes show cinders, boulders and red clay. The 300,000 cubic yards of excavation in the total job consists of about 25% solid, 35% intermediate and 40% common.

It might be possible to negotiate a satisfactory price with some reliable contractor if this seems advisable.

In 1947 on the North Unit of the Grant County Line-Crow Flat Section bids were called three times before the contract was awarded, as the bids were above the engineer's estimate.

The engineer's estimate was increased, and the contractor lowered his bid price on the third bid, so that bid was within the 10% allowance. On a bid price of $0.75 per cubic yard for general excavation, the contractor did the work for $0.53 per cubic yard at a profit of 29.3%, which is too much profit.

E H Clymer
E. H. Clymer
Cost Analyst

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Steel

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

405 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-60(1)
Rocky Creek-Wocus Marsh
Section of the Klamath Lake Hwy.
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two, of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

Copy to Paxson

CC - Division 8 Office

REFERRED TO
Williams

NOTED
W. C. WILLIAMS

RECEIVED
OCT 1 - 1951
FOR FILING
OREGON DISTRICT

S-60(1)
S-60(1)
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P. S. and E. documents for Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

[illegible]
2-60 [illegible]
[illegible]

August 28, 1951

5-60 [illegible]

Mrs. Carrol C. Calvin
Klamath Falls
Oregon

Dear Mrs. Calvin:

Acknowledgment is made to the receipt of your letter of August 23, 1951 concerning improvement of the secondary highway which extends along the west side of Upper Klamath Lake.

It is true the Highway Commission advertised this improvement on three different occasions. Bids received were considered by the Commission entirely too high, which accounts for the fact that they were rejected. The Engineering Department, with many years of experience, is well-equipped to estimate very closely how much a job should cost , and, in this instance, the estimated cost of the work was considerably below the amount of the low bid received.

As to the improvement of the existing road bed, I am certain it was the intention of the Engineering Department to maintain the road in good travelable condition.

I shall bring your letter to the attention of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: Commissioners
R.H. Baldock

Klamath Falls, Oregon

August 23, 1951

State Highway Commission
Salem, Oregon

Gentlemen:

It is extremely difficult to understand the reason for the Commission not having accepted any of the last three bids on relocation and surfacing of the 12-mile stretch of the west side road around Upper Klamath Lake. There must be factors involved which have not been brought to public attention as there is no doubt that the work should be done.

Inasmuch as bids have been rejected, is there some plan for improvement of the existing roadbed?

During the last several years thousands of dollars have been spent by the Highway Commission on surveys, etc. and very little on actual maintenance or repair of the existing road. The taxpayers certainly have a just and proper complaint and, in my opinion, it is certainly time that some concrete program of improvement should be started and carried through without delay.

Very truly yours,

/s/ Mrs. Carrol C. Calvin

Klamath Fa[illegible]s, Oregon
August 23, 1951

State Highway Commission
Salem, Oregon

Gentlemen:

It is extremely difficult to understa the reason for the commission not having accepted any of the last thre bids on relocation and surfacing of t 12-mile stretch of the west side road around Upper Klamath Lake. There mu be factors involved which have not been brought to public attention as there is doubt that the work should be done.

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ACKNOWLEDGED
H. B. GLAISYER

Very truly yours,
Mrs. Carral C. Calam

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[illegible]
[illegible]

August 6, 1951

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P. S. and E. documents for Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
Acting District Engineer

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FOR FILING

[illegible]
[illegible]
[illegible]

August 6, 1951

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P. S. and E. documents for Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
Acting District Engineer

ECEIVED
FOR FILING

S-60(1)
S-60(2)
#3719

July 24, 1951

Hon. U. E. Reeder
County Judge of Klamath County
Klamath Falls, Oregon

Dear Sir:

In response to your communication of July 20, advise that we are readvertising the Wocus Road, and we expect to receive bids on either August 20 or 21.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

ERRY V. RAJNUS, Commissioner
J. E. FRANEY, Sheriff
CHAS. DeLAP, County Clerk
OTIS METZKER, Assessor
W. R. CANTON, Surveyor
HELEN COLEMAN, Clerk Tax Foreclosures

E. W. GOWEN, Commissioner
D. E. VAN VACTOR, District Attorney
ANNABELLE A. NEWTON, Treasurer
ELSIE SIEMENS, Tax Collector
GEO. H. ADLER, M. D., Coroner
WALLY HECTOR, Engineer

Klamath County Court
U. E. REEDER, Judge
KLAMATH FALLS, OREGON

July 20, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We respectfully request that you readvertize the letting of the contract and recheck your estimates on the westside road to Klamath Falls, known as the Wocus Road.

Yours very truly,

KLAMATH COUNTY COURT

U E Reeder
Judge

E W Gowen
Commissioner

Commissioner

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MONTANA S-60(1)
~~OREGON~~
IDAHO
WASHINGTON S-60(2)
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 13, 1951

Copy and enclosures to Mr. Probert 7-16-51.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-60(1)
Rocky Creek-Wocus Marsh Sec.

Dear Sir:

Enclosed are approved revised copies of plan sheets 1, 2, 18 and 21, drawings 8560, 9656 and 9796, and the proposal, including special provisions, for the above project.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

Encls.

NOTED
W. C. WILLIAMS

RECEIVED
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FORM E-30X 15M 5-50 40301

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 11, 1951

SUBJECT: File 17772
Geary Dike Agreement
Rocky Creek-Wocus Marsh Section
Klamath Lake Highway

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission three copies of form of Agreement between the Commission and California-Oregon Power Company and Elizabeth Gallogly Geary, et al.

This agreement relates to reconstruction and maintenance of a dike on the Geary property, which is located on the Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway in Klamath County. You will note that the forms have been approved by both Mr. Devers and by Mr. Williams.

After execution and acknowledgement by the Highway Commission the original may be kept for your files. The other two copies should be returned direct to me for further handling.

Very truly yours,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Counsel

NOTED
W. C. WILLIAMS

JWD:mb
Encs. 3

cc: Mr. W. C. Williams ✓

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[illegible]

#[illegible]

July 10, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending six copies of revised proposals and seven copies of revised plan sheets numbers 1, 2, 18 and 21 for the Rocky Creek-Wocus Marsh Section, Project No. S-60 (1)

Revisions made on these documents are to provide for the construction of two concrete culverts required because of right of way commitments and accordingly no change occurs in the Federal-aid portion of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

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WASHINGTON

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L-60(2)
#2917

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Revised P.S. and E. documents for Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Mr. Prewitt
7-3-51

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MONTANA
OREGON
IDAHO
WASHINGTON

S-60(1)
S-60(2)
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-60(1), Rocky Creek-Wocus Marsh Section, Klamath Lake Highway, Authorization to commence construction

Dear Sir:

Your application on subject project dated June 28, 1951 was received in this office on June 29, 1951.

The project consists of the grading and surfacing of 12.27 miles of highway roadbed and the construction of one reinforced concrete bridge 150' in length. It will serve a timbered and agricultural area adequately. The area is now served by what is little better than a trail road.

The quantity of steel required is 37.4 ton.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

Copy to
Mr. Probert
Mr. Paxson
7-6-51

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FOR FILING
FORM E-30 25M 6-50 48266

S-60(1)
S-60(1)
#3719

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is the ~~Umatilla~~ Klamath County Court's approval of the Rocky Creek-Wocus Marsh Section, FAS Project No. S-60(1), on the Klamath Lake Highway, FAS Highway No. 420.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

RM E-123X 25M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 27, 1951

NOTED
J. W. CATTRALL

Honorable U. E. Reeder
Klamath County Judge
Klamath Falls, Oregon

Dear Judge:

In accordance with our telephone conversation this morning I am writing this letter to secure confirmation of the Klamath County Court's verbal approval of the Rocky Creek-Wocus Marsh project on the Klamath Lake State Secondary Highway which is Federal Aid Secondary No. 420. The Highway Commission plans to call for bids on this project at its July 16-17 meeting.

This improvement will be FAS Project No. S-60(1). It consists of grading along a new alinement a 26' to 28' roadbed and the placing of a 6" cinder surface varying from 22' to 23' in width. The overall length of the project is 12.3 miles. Included in the project is a 150' bridge located between Station 1622+75 and Station 1624+25 (Geary Canal Bridge). This bridge has a reinforced concrete deck and beams on treated piling. It has a 26' clear roadway.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects, both on State Highways and County Roads. It will be appreciated if the County Court will indicate its approval on the bottom of the extra copy of this letter and return it immediately to this office. Since the receipt of the County's approval is necessary before the project can be advertised, it is hoped this matter will be given your earliest consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall

By: John W. Cattrall
Engineer, County and City Relations

June 29th, 1951

We concur in the above project.

U E Reeder Judge
[illegible] Com.
Jerry V Rajnus Com.

RECEIVED
FOR FILING

February 22, 1951

Oregon State Highway Commission

Gentlemen:

At the time we called for bids on the Modoc Marsh-Rocky Point Section of the Klamath Lake Secondary Highway, we thought we were in substantial agreement with the Geary Land Company and the California Oregon Power Company relative to right of way. It so happens that the only feasible location through this property is on or near a dike which was built and maintained by the California Oregon Power Company to protect the land of the Geary Land Company. The grade line laid by the locating engineer was five feet above high water.

The original sum set up for this project was $400,000 and the Highway Commission moved $150,000 from this project to the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway. In an endeavor to reduce this project to the $250,000 set up, the construction department lowered the grade line two feet, which it considered enough freeboard above high water. However, it now develops that the California Oregon Power Company will not agree to the transfer of this right of way by the Geary Land Company unless the grade line is placed five feet above high water, because they have an agreement with the Geary Land Company for a dike five feet above high water. It was all built to this elevation originally. A part of it has subsided, and a part of it we would cut through with this lower grade line, but, be that as it may, we will have to raise the grade line in order to get clearance with the Geary Land Company for right of way. Under such condition, the California Oregon Power Company will agree to maintain the dike.

3-295(3)
3535

The cost to raise the dike the additional two feet is estimated to amount to $36,000. Our former estimate on the project was $318,000, which was $68,000 above the allotment. The increase in the cost of raising the fill will bring it up to $354,000.

We received a bid which was about 18 per cent above the estimate, which we threw out because the section was covered with snow and the bidders were unable to see the ground. Since that time, prices have risen and it is possible that we may not be able to get a much better bid than the former one which, with the addition of the $36,000 cost of raising the fill, will amount to approximately $400,000, or the original setup.

Your authority is requested to readvertise this project at an estimated cost of $375,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:bl
cc Mr. Williams
Mr. Hawke

Form [illegible]
STATE PRINTING DEPT.

Work Sheet

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Rocky [illegible] County [illegible]

Description of project [illegible]

Highway number 421 Highway system Secondary

Length 18.80 Date of analysis 2/24/51

Analysis made by [illegible] Checked by

I_{ar} — $ 4,615

C_a — $ 65,690

B_n — $ 63,971

B_f — $ 9,577

K_1C_a — $ 65,690

K_1 — 1.0

K_2 —

K_3 —

K_2K_3 —

$1\text{-}K_2K_3$ —

Q_s — I_{ar}/K_1C_a — 0.070

Q_{Bn} — B_n/K_1C_a — 0.974

Q_{Bf} — B_f/K_1C_a — 0.146

$Q_B = Q_{Bn} + Q_{Bf}$

~~Q'_s — Q_s — $K_2K_3Q_{Bf}$~~ — 1.120

$(Q_s + Q_B)$

Q_c — 0.707 [~~$Q'_s + Q_{Bn} + Q_{Bf}(1 - K_2K_3)$~~] — 0.841

Form E31—3M—6-39
STATE PRINTING DEPT

Annual Cost Calculations

OREGON STATE HIGHWAY DEPARTMENT
Highway Project Analysis

Location of project Rocky Camp - Wocus Marsh County Klamath

Description of project Grading and Oiling

Highway number 921 Highway system Secondary

Length 18.80 Date of analysis 2/24/61

CAPITAL COSTS

Item	Net Cost	Gross* Cost	Amort. Period	Annual Capital Cost
Rights of way, easements, etc.	$	$ 70,000	30	$ 3,570
Clearing, grading, etc.		615,000	30	31,365
Pavements and surfacing:				
Type Oil, 18.80 Mi.		200,000	30	10,200
Type , Mi.				
Structures:				
Type Comp, 150' Ft.		35,000	30	1,785
Type , Ft.				
Type , Ft.				
Signs, lights, signals, etc. 18.80 Mi @ $100/Mi		2,000	30	102
Other construction items:	–			
Unamortized cost of former construction:	20,000		30	1,020
1. Total annual capital cost		922,000		$ 48,042

MAINTENANCE COSTS

Item	Net Cost	Gross† Cost
Pavements and roadway surfaces:		
Type Oil @ $600⁰⁰/Mile, 18.80 Mi.	$ 11,280	$ 11,703
Type , Mi.		
Roadbed, shoulders and right of way @ $200/mile, 18.80 Mi.	3,760	3,901
Structures:		
Type Composite @ $0.60/Ft, 150 Ft.	90	93
Type , Ft.		
Type , Ft.		
Miscellaneous general maintenance @ $100/Mile 18.80 Mi	1,880	1,951
Other items		
2. Total annual maintenance cost		$ 17,648

OPERATION COSTS

3. Additional mileage .... at .... per mile $

TOTAL ANNUAL COSTS [1 + 2 + 3] $ 65,690

---

* Gross costs comprise net costs plus 10% for engineering and construction and 3% for general administration and overhead.

† Gross costs comprise net costs plus 3¾% for general administration and overhead expense.

Form E22—500—10-50

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Traffic Income

Location of project Rocky Camp - W[illegible] Marsh Description of project Gra[illegible] County [illegible]

Highway number 421 Highway system Secondary Length 18.8 Date of analysis 2-23-5[illegible]

Traffic Type	Average Annual Traffic				Average Annual Road Use During Life of Project		Unit Net Revenues		Total Annual Net Revenue
	Present		Projected						
	Vehicles	Tons	Vehicles	Tons	Vehicle-miles	Ton-miles	Per Vehicle-mile	Per Ton-mile	
Passenger cars—Oregon	24,637		41,267	72,217	775,8[illegible]	1,35[illegible]	0.004241		3,290
Passenger cars—Foreign									
Total passenger cars	24,637		41,267	72,217.	775,820	1,35[illegible]			
Trucks, light	2,738		4,586	14,134	86,217.	265,7[illegible]	0.006299		543
Trucks, medium									
Trucks, heavy									
Trucks, semi-trailer	(1,369) To Project for logging when road surfaced		2,293	51,799	43,[illegible]8	973,821.	0.018136.		782
Trucks, full-trailer									
Busses, school									
Busses, other									
Total trucks and busses	4,107 2,738		6,879	65,933	129,325	1,239,540			1,325
Total all vehicles	28,744 27,375		48,146.	138,150	905,145	2,597,220			

Average weight of trucks 9.585 tons; All vehicles 2.863 tons.

Total Annual Income . . . $ 4,615

Percentage truck traffic 14.3%

Amortization period 30 years.

State Printing Dept. 43710

Form E23—2M—1-49
State Printing Dept. 28177

Mileage Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Rocky Camp - Wocus Marsh County Klamath

Description of project Grading & Oiling

Highway number 421 Highway system Secondary

Length 18.80 Date of analysis 2/24/41

	New Route	Existing Routes A	Existing Routes B	Existing Routes C
Distance				
Length (miles)	18.80	20.68		
Distance saving (miles)	1.88			
Average annual traffic (tons)	138,150			
Annual traffic saving (ton-miles)	259,722			
Cost ($/ton-mile)	0.02434			
Annual saving				
Total	$ 6,322			
Surface				
Roadway surface type	III	I		
Saving coefficient	0.25			
Average annual traffic (ton-miles)	2,597,220			
Saving ($/ton-mile)	0.006085			
Annual saving				
Total	$ 15,804			
Rise and Fall				
Rise and fall (feet)	Same	Same		
Saving (feet)				
Saving (foot-tons)				
Saving ($/foot-ton)				
Annual saving				
Total	$			
Gradient				
Gradients in per cent	Same	Same		
Red'n in gradient				
Average annual traffic (ton-miles)				
Saving ($/ton-mile)				
Annual saving				
Total	$			
Alignment				
Curvature rating	6.28	4.58		
Points improvement	1.7			
Saving (point-ton-miles)	4,415,274			
Saving ($/point-ton-mile)	$0.0001			
Annual saving				
Total	$ 442			
Traffic Stops				
Number per year				
Eliminated per year				
Average vehicular weight (tons)				
Saving ($ per ton-per stop)				
Annual saving				
Total	$			

TOTAL ANNUAL MILEAGE ELEMENT SAVINGS $ 22,568

Form E24—2M—1-49
State Printing Dept. 28178

Time Element Savings

OREGON STATE HIGHWAY DEPARTMENT

Highway Project Analysis

Location of project Rocky Camp - Wocus [illegible] County Klamath

Description of project Grading and Oiling

Highway number 421 Highway system Secondary

Length 18.80 Date of analysis 2/24/51

	New Route	Existing Routes A	Existing Routes B	Existing Routes C
Annual Traffic Volume				
Private passenger cars (per year)	41,267			
Trucks, light (per year)	4,586			
Trucks, medium (per year)				
Trucks, heavy (per year)	2,293			
Busses (per year)				
Other traffic				
Totals	48,146			
Private Passenger Cars				
Average speed (miles per hour)	40	15		
Distance (miles)	18.80	20.68		
Time (hours per trip)	0.4700	1.3787		
Time savings per vehicle	0.9087			
Value of savings ($/vehicle-hour)	1.05			
Annual traffic volume	41,267			
Value of time savings				
Total	$ 39,374			
Trucks, Light				
Average speed (miles per hour)	40	15		
Distance (miles)	18.80	20.68		
Time (hours per trip)	0.4700	1.3787		
Time savings per vehicle	0.9087			
Value of savings ($/vehicle-hour)	1.50			
Annual traffic volume	4,586			
Value of time savings				
Total	$ 6,251			
Trucks, Medium				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			
Trucks, Heavy				
Average speed (miles per hour)	40	15		
Distance (miles)	18.80	20.68		
Time (hours per trip)	0.4700	1.3787		
Time savings per vehicle	0.9087			
Value of savings ($/vehicle-hour)	2.57			
Annual traffic volume	2,293			
Value of time savings				
Total	$ 5,355			
Busses				
Average speed (miles per hour)				
Distance (miles)				
Time (hours per trip)				
Time savings per vehicle				
Value of savings ($/vehicle-hour)				
Annual traffic volume				
Value of time savings				
Total	$			

TOTAL ANNUAL TIME ELEMENT SAVINGS $ 50,980 orm E35—2M—6-30

Traffic Benefits

OREGON STATE HIGHWAY DEPARTMENT
Highway Project Analysis

Location of project Rocky Camp - Wocus Marsh County Klamath

Description of project Grading and Oiling

Highway number 421 Highway system Secondary

Length 18.3 Date of analysis 2/25/51

MILEAGE ELEMENT FACTORS

Item	Fuel Function	Non-fuel Function
Distance savings	$ 2,402	$ 3,920.
Roadway surface savings	6,954	8,850
Rise and fall savings	—	—
Gradient savings	—	—
Alignment savings	221	221.
Elimination of traffic stops	—	—
Miscellaneous savings		
Total Mileage Savings	$ 9,577.	$ 12,991.

TIME ELEMENT FACTORS

Type of Traffic	Annual Value of Time Savings	Type of Traffic	Annual Value of Time Savings
Private passenger cars	$ 39,374	Trucks, heavy	$ 5,355
Trucks, light	6,251	Busses	
Trucks, medium			
Total Time Savings			$ 50,980

OTHER BENEFIT ITEMS

Item	Value	Item	Value
	$		$
Total			$

RECAPITULATION OF ANNUAL BENEFITS

Total Fuel Function Benefits			$ 9,577
Non-fuel function benefits	Mileage element factors	$ 12,991	
	Time element factors	50,980	
	Other benefit items	$	
Total Non-fuel Function Benefits			$ 63,971
TOTAL ANNUAL BENEFITS			$ 73,548

STATE PRINTING DEPT

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F-60(1)
F-60(2)
[illegible]

February 9, 1951

399

County Court of Klamath County
Klamath Falls,
Oregon

Gentlemen:

Reference is made to your letter of February 7 in which you urge the State Highway Commission to again call for bids in the near future for construction of the Rocky Creek-Wocus Marsh Section of the Klamath Lakes-Westside Secondary Highway.

In reply I can say that it is the intention of the Highway Commission to advertise this project again for bids just as soon as the snow is gone and weather conditions are such that it is possible for contractors to inspect the project on the ground. I am told that conditions are not favorable to advertise the project for the February meeting of the Commission, but it is intended to take bids on it at the next following meeting, which is now tentatively scheduled for April 5 and 6.

Respectfully yours,

HBG/fm

Secretary
OREGON STATE HIGHWAY COMMISSION

JERRY V. RAJNUS, Commissioner
J. E. FRANEY, Sheriff
CHAS. DeLAP, County Clerk
OTIS METZKER, Assessor
W. R. CANTON, Surveyor
HELEN COLEMAN, Clerk Tax Foreclosures

E. W. GOWEN, Commissioner
D. E. VAN VACTOR, District Attorney
ANNABELLE A. NEWTON, Treasurer
ELSIE SIEMENS, Tax Collector
GEO. H. ADLER, M. D., Coroner
WALLY HECTOR, Engineer

Klamath County Court
U. E. REEDER, Judge
KLAMATH FALLS, OREGON

February 7, 1951

Oregon State Highway Commission
State Office Building
Salem, Oregon

ANSWERED
H. B. GLAISYER

Gentlemen:

The County Court of Klamath County wishes to urge the State Highway Commission to call for bids again in the near future in connection with the Westside Klamath Lake Secondary.

We feel sure that it is not necessary to go into lengthy detail regarding the importance of this highway. In this time of national emergency, the opening up of excellent stands of timber is particularly important. It has been estimated that this road will tap an area where a perpetual cut of 14,000,000 board feet of timber can be taken out annually. In a time of emergency, this cut could be stepped up.

We understand the government contemplates freezing steel for highway construction purposes as of June 1, 1951. Bids on this Westside Klamath Lake project should be let as soon as possible to permit the contractor to assemble materials which he will need to complete his contract.

We feel very strongly that this project should be started before any additional construction freezes make it impossible for several years to build this job. We have waited a long time for improvement of this important road. Prices surely will not be any less in the foreseeable future. We urge that the Commission stretch every possible point to award a bid on this project within the next few months.

Sincerely yours,

U E Reeder Judge

E W Gowen Commissioner

Jerry V Rajnus Commissioner

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FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5th, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Mr. Maxwell's letter of December 27th, addressed to J. M. Devers, regarding certain details of the Rocky Creek-Wocus Marsh Section.

We propose to overbuild the Copco dike from station 1624 to station 1643 at an elevation of 4147.00 USGS data, which is equivalent to 4148.76 Reclamation data. This is a couple feet higher than shown on our plans, which were changed by mistake.

It is not absolutely necessary to overbuild the Copco dike at this place, as we could move the centerline to the east at approximately the right of way line and avoid the use of the dike except for crossing at station 1624, but this would take considerably more right of way from the Geary meadow, and we do not feel that it would afford a stable condition either for the dike or for the highway roadbed.

I would be sympathetic toward permitting the Copco to inspect the construction as we overbuild the dike. We expect to carry on the same type of construction as we are between Algoma and Barclay Springs, where we are filling on soft ground and crossing dikes. There the construction is working out perfectly. We would, of course, expect to raise the roadbed if it settled much below 4148 USRS, as we are as interested in not having it overtopped as the Copco, but I think we should not assume any responsibility for the dike, since the Copco is familiar with controlling these dikes and understands the danger of muskrats and other rodents burrowing into them, and there would be points of dispute where the highway joins the dike if the Copco were relieved of any responsibility.

The Bridge Department in making a final review of the plans discussed the affect of the bridge on the Geary canal and dike with Mr. Geary, who did not tell them that Copco was responsible for the maintenance of the dikes. Mr. Geary advised them that the dikes were maintained by land draglines and not by floating equipment. Therefore, the bridge was designed without a drawspan. Inasmuch as there is only about a mile of dike between the new highway bridge and the bridge over the old highway where floating equipment could be used, it would seem cheaper and make a better dike if land equipment were used to maintain the section. The present dike is travelled as a road and surfaced with cinders. The haul from either end would be about one-half mile. Therefore, the maintenance could be carried on by truck and shovel or by a portable dragline.

We have several drawbridges on the Coast Highway that can be opened by a truck for the movement of dredge equipment, but they are not adapted to a concrete deck, nor in general to a satisfactory type of bridge. Therefore, I am sure that the design has been prepared in a very careful manner, and there is nothing which the Copco can object to as soon as these matters are explained. If I can be of any help to Mr. DeSouza by accompanying him to Klamath Falls and explaining the details, I will be glad to do so.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

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2399

Salem, Oregon
January 3, 1951

Mr. J. M. Devers

With your letter of December 29 you forwarded a copy of a letter by Farrens & Maxwell of Klamath Falls, representing The California-Oregon Power Company. Regarding the elevations and dike conditions brought out in the letter by Farrens & Maxwell, it will be necessary that I obtain information which I do not have readily available. I am referring the letter to Mr. Smith with the request that he obtain and supply me with sufficient information that I may discuss the matter intelligently with you.

W. C. Williams

WCW:mc

cc Mr. H. G. Smith

ASSIGNMENT

No. 2399 wcw
By

January 3, 1951

Description: J. M. Devers' letter of Dec. 29, copy of letter of Dec. 27 by Farrens & Maxwell attached; re California-Oregon Power Company's interests in connection with Rock Creek-Wocus Bay Section of Klamath Lake Highway

Acknowledged by _ _ _ _ _ Referred to _ _ Smith ✓ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xxInvestigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed 1-8-51 hi _ _ Report received _ _ _ _ _ _ _ _ _

Remarks: PLEASE RETURN TO
W. C. [illegible]
F. [illegible]

FORM E-123 20M 8-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Dec. 29, 1950

Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

Attached, is a copy of a letter I received today from Mr. Maxwell, Attorney in Klamath Falls, which involves the Rock Creek-Wocus Bay Section of the Klamath Lake Highway, the California-Oregon Power Company's interests and some other interests, which letter I wish you would read carefully and then cause such field study to be made as is necessary.

There are a number of situations suggested in this letter which could result in some embarrassment unless the whole thing is thoroughly studied and a mutual solution and arrangement worked out. Will you please have someone make the necessary study, and then when I get back from this Washington trip, we will sit together and see what we can work out.

Yours very truly,

J M Devers

J. M. DEVERS

NOTED
W. C. WILLIAMS

JMD:FRC

C
o
p
y

FARRENS & MAXWELL
Attorneys at Law
First Federal Savings & Loan Building
Klamath Falls, Oregon

December 27, 1950

J. M. Devers
Chief Counsel
State Highway Commission
Salem, Oregon

Re: The California Oregon Power Co.
Rock Creek-Wocus Bay Section
Klamath Lake Highway
Your File: 16932

Dear Mr. Devers:

Your Mr. Cozad has had some correspondence with The California Oregon Power Co. under the above caption by letter dated December 9, 1950, enclosing a proposed real estate option. Your acquiring of the parcel of land referred to in the correspondence will present little difficulty except that The California Oregon Power Co. will desire to reserve the right to continue to take rock from the quarry on the land for dike rip-rapping, and will desire the state to execute the usual release of claims which may result from upper lake regulations.

There are, however, some other and rather complicated problems between the state and The California Oregon Power Co. in connection with the intended construction of the new Klamath Lake highway across the Caledonia lands of Geary Bros. We understand that Mr. Geary has discussed these problems with your office, and that he has stated to you, as well as to us, that he is unwilling to grant the state an option or a deed for right of way purposes until an agreement has been reached between the state and the power company as to responsibility for dike maintenance.

As we understand it, the state proposes to over-build with it's roadway fill on approximately one-quarter mile section of the Caledonia dike at the Geary canal and to construct a new highway bridge which will prevent floating equipment from maintaining that portion of the dike lying between the new bridge and the existing westside highway bridge to the south. By written stipulation dated July 19, 1920, in Equity Case No. 8479, The California Oregon Power Co. undertook the obligation to protect the dikes, levees, and lands of Geary Bros. and others, including the areas mentioned in this letter, and by this stipulation was given the easement and privilege of entering upon and constructing and maintaining these dikes and canals. Since the contemplated program will interfere with this arrangement, all questions in connection with dike and canal maintenance should be resolved at the same time as an agreement is reached on the state's acquiring the parcel of land mentioned in Mr. Cozad's letter.

Mr. Ritchey has pointed out to us that the proposed engineering of the new highway using U.S.G.S. datum instead of U.S.R.S. datum, as is used by the power company on upper Klamath lake engineering and control, establishes a maximum elevation of the center line of the highway which the power company's experience indicates is a minimum. The power company considers that the top of dike elevation should be at least 4148 feet, U.S.R.S. datum. You will recall that this variance between the datum used was a source of some considerable trouble in connection with State Highway claims as the result of the flooding at Algoma several years ago, and I understand that you have recently had a problem in connection with the sinking of a portion of the westside road, which was corrected approximately two years ago at the insistance of, and with the cooperation of, Mr. Geary. In view of the serious possibilities of flood damage, these matters should be given consideration before construction is started.

The California Oregon Power Co. has requested that we represent them in connection with these negotiations. The writer will be available for conferences at any mutually agreeable time.

Very truly yours,

FARRENS & MAXWELL

By R. B. Maxwell

RBM:e

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1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

December 6, 1950

[illegible]
[illegible]
[illegible] 719

'51 [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project No. S-60(1), Rocky Creek-Wocus Marsh Section of the Klamath Lake Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

BY: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

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OREGON
STATE HIGHWAY COMMISSION

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

December 4, 1950

[illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Through District Office RHB

Dear Mr. Baldock:

The revision of Oregon FAS Route 420 in Klamath County, as requested in your December 1 letter to our District office, is approved, effective this date, as a minor change under the provisions of the Federal Aid Highway Act of 1944.

The route is approved as described in Supplemental Tabulation No. 42 and as delineated on the county map accompanying your letter.

Your statement that the members of the Klamath County Court have signed a copy of this map on file in your office is accepted as evidence of compliance with Section 3(b) of the above Act relative to cooperation with appropriate local officials.

Very truly yours,

W. H. LYNCH,
Division Engineer

By L J Caufield
L. J. Caufield,
Principal Highway Engineer

[illegible]

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DEC 6 1950
OREGON
STATE HIGHWAY COMMISSION

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 42

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
420	421	From FA Route 4 in Klamath Falls, northwesterly along the west side of Klamath Lake to FAS 541 at Fort Klamath	Klamath	48.47	--	48.47

Approved:
12/4/50

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[illegible]
# [illegible]

December 1, 1950

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Rocky Creek - Wocus Marsh Sect.
Klamath Lake Secondary

Dear Sir:

Enclosed for your approval are six copies of Supplemental Tabulation No. 42 requesting revision of FAS 420 in Klamath County.

It is proposed to relocate the route of FAS 420 along the west side of upper Klamath Lake for a distance of 12.30 miles thus making a saving in mileage over the old route of 1.74 miles.

Enclosed are five copies of sheet 7, general highway map of Klamath County, upon which this requested change is shown. We have on file a copy of this map upon which the Klamath County Court has indicated its approval by signature.

If approved, S.T. No. 42 will decrease the mileage of the State System and the Total Mileage by 1.74 miles.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Stiffler
Assistant State Highway Engineer

RHB:MM
Encl.

FORM E-30 25M 6-40 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1950

SUBJECT:

To: Mr. W. W. Stiffler
OFFICE

Enclosed are eight copies of a suggested letter of transmittal to the B.P.R., six copies of Supplemental Tabulation No. 42, and five copies of sheet 7, general highway map of Klamath County.

This tabulation revises FAS 420 in Klamath County to conform with the proposed relocated route of the Klamath Lake State Secondary Highway (Rocky Creek-Wocus Marsh Section).

Five copies of the letter of transmittal, six copies of S.T. No. 42, and five copies of the map should be submitted to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

John F. Hagemann
By: John F. Hagemann
Field Engineer

RHP:MM
Encl.

NOTED
W. W. STIFFLER

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MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

[illegible]
[illegible]
[illegible]

October 31, 1950

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise you that Oregon Project S-60(1), Rocky Creek-Wocus Marsh, has been found justified as to essentiality and the project has been transferred from (b) to (a) category as requested in your letter of October 16, 1950.

Very truly yours,

T. M. DAVIS
District Engineer

C.G. Polk
By: C.G. Polk
Senior Highway Engineer

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OCT 19 1950
FOR FILING

S-60(1)
S-60(2)
-117

October 16, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to federal-aid secondary project No. S-60 (1), involving 11.3 miles of grading, draining, bridge construction and surfacing on Highway FAS-420 (Rocky Creek-Wocus Marsh Section), which project is Item No. 79 of Oregon's Federal-aid Secondary Program.

In the listing of federal-aid projects remaining to be contracted which was submitted to you on August 4, 1950, this project was included in category (b) as a project which we then thought might not "contribute directly to the defense or to civilian requirements essential in the changed international situation."

On further consideration of the conditions involved, we find that the project will, by giving access to hitherto unworked areas of commercial timber, contribute materially to both the defense and essential civilian requirements. Accordingly, we request the transfer of the project from category (b) to category (a).

The existing road is narrow, crooked and only partially surfaced. In its present condition it is inadequate to serve either light traffic or heavy traffic and is therefore restricting and retarding the development of the potentialities of the area through which it runs and of the still larger area which it should serve.

The new road, in addition to providing adequate service for the people who now must use the existing road, will be the outlet for a large body of pine timber in the Rogue River National Forest lying to the west of Klamath Lake. It will serve also as a link in the State Highway Route leading from Klamath Falls to Fort Klamath on the west side of Klamath Lake, a distance of 50 miles.

Pertinent information relating to the project is as follows:

Length - 11.3 miles
Cost - $250,000
Number of working days required - 300
Traffic, 1948- - - - - - - - - - - - 55 ADT 20% commercial
Traffic, Estimate for 1965 - - - - 80 ADT
Materials - Culvert pipe, concrete and reinforcing steel. (All readily available)
Labor- - - - Equipment operators, common labor and a few carpenters and concrete workers. (All readily available)

Plans for this project are in process of preparation and it is our desire to receive bids for the project on or about December 21.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

23-[illegible] [illegible] [illegible]
[illegible]
#[illegible] [illegible]

RECEIVED
APR 7 1953
FOR FILING

23-3411

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 27, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3720	5-final	HOLCOMB & MAIN

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5194	R-62900	$ 914.92	3/26/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: None

Completion Date: Oct. 31, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-27-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
H. ~~B. Glaisyer~~
[Acting] Secretary

Warrant Mailed: ? 7 1953
A A Wicklander

[illegible]

3-27-53

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FOR FILING

2411

3720

March 12, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3720 for constructing maintenance building at Juntura in Malheur County was completed on October 31, 1952 by the contractor, Holcomb & Main, and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $914.92 will be released to the contractor on or after March 23, 1953. The total contract amount is $11,984.16, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bernard Eastman
P. O. Box 2
Nyssa, Oregon

NOTED ON CARD
3-12-53

RECEIVED
FOR FILING

June 19, 1952

REGISTERED MAIL

Holcomb & Main
414 North Fourth Street
Nyssa, Oregon

Gentlemen:

Your Contract No. 3720 for construction of the maintenance building at Juntura on the Central Oregon Highway in Malheur County has been received in this office fully executed.

We are, therefore, returning your cashier's check No. 30903 drawn on The First National Bank of Portland in the amount of $600.00 which you submitted with your proposal on May 26, 1952.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Accounting Division

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June 18, 1952

Holcomb & Main
414 North 4th St.
Nyssa, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3720, for construction of maintenance building at Juntura, Malheur County, awarded May 26, 1952.

Contract No. 3735, for construction of maintenance building at Vale, Malheur County, awarded May 27, 1952.

We are also mailing executed copies of these contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
MAY 29 1952
FOR FILING

3720

May 28, 1952

Holcomb & Main
414 North 4th
Nyssa, Oregon

Gentlemen:

The State Highway Commission on Monday, May 26, 1952 awarded you Contract No. 3720 for the maintenance building project at Juntura on the Central Oregon Highway in Malheur County. This award was based on your low bid of $11,970.21 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mhs
encl.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

RECEIVED
~~MAY~~ 1 1952
FOR FILING

FORM E-30 25M 9-51 82318

23-3416

#3720

Juntura

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1952

SUBJECT: Juntura Maintenance Station

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith copy of memo from H. W. Hughlett discussing the pump operations conducted April 22 at Juntura, When the well which we proposed to purchase was pumped out by Fred Hussey. Apparently the flow of the well is approximately three gallons per minute and to all appearances the water was clear and tasted good.

We attach also a favorable laboratory report from the Oregon State Board of Health.

We recommend, in view of the above, that we proceed with the purchase of well on Lot 17 Block 30 and Lots 13 and 14 in Block 29. Inasmuch as we have a signed option from the owners of the well lot and Lot 14 Block 29 and inasmuch as Lot 13 is available to us from Malheur County we recommend that the Juntura maintenance building be released for advertising at this time.

Very truly yours,

I. A. Defrance
Assistant Maintenance Engineer

IAD/db
cc
Enclosures

W. W. STIFFLER
NOTED
file

RECEIVED
APR 30 1952
OFFICE OF
STATE HIGHWAY ENGINEER

C
O
P
Y

FORM E-30X 15M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1952

SUBJECT: Well: Juntura

To: MEMO
Mr. DeFrance

I was present with Mr. Comb at Juntura April 22, 1952 when Fred Hussey Sect. Foreman from Ontario was pumping out the well at the proposed building site and location.

They were using an electric jet pump with 80' of 1" pipe in the well. The water level when the pump was started was around 70" below the top of the casing. The water pulled down in the casing fairly fast until it reached about 35' after that the flow held more steady, though it was pumped down to 51' where the flow equaled the amount being pumped.

I measured and timed the flow from the pump which was 3 gallons per min.

Pumping was started at 1:15 P.M. and was pumped for 2½ hrs. steady with water level at 51 ft., at which time we left. Pumping operations were to be maintained until 6 o'clock that day, with operation again the following day at which time samples were to be taken. The water when pumped was very clear and tasted fair.

/s/ H. W. Hughlett

EIVED
MAY 1 1952
FORM E-30X 25M 9-39 34893
FOR FILING

STIFFLER

23-3416

#3720

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
April 24, 1952

SUBJECT:

To:

Mr. E. F. Chidsey
Division Engineer
La Grande, Oregon

Dear Sir:

I had the Ontario Crew spend most of Tuesday and Wednesday of this week testing the well in Juntura for quantity and quality. We installed a jet pump with a one inch outlet and a jet designed to operate at a 50 foot depth. This pump pulled the well down to approximately 50 feet and continued to pump at the rate of about four gallons per minute, and after about six hours pumping the well started gaining on the pump. It gained back approximately three feet at which point it held fairly steady.

After pumping about twelve hours, I took samples for testing at the Portland labratories.

After pulling the pump, I tried sounding the well, and I am not certain that I reached the bottom but I did either strike the bottom or an obstruction at a depth of 182 feet from the top of the casing. I believe this well has ample flow for all of our needs, especially if we install a pump that will pull water from at least a 100 foot depth. Also, if our tests show any contamination, I believe this can be eliminated by extended pumping with an adequate pump. As nearly as I could tell the casing extends between a hundred and a hundred and twenty feet starting with a six inch casing. I have no reason to think that the casing pinches down less than the six inch size it starts with.

Very truly yours,
O. G. McComb
O. G. McComb
Dist. Maint. Supt.

OGM/lg

NOTED
W. W. STIFFLER

File

To:

OREGON ST

FOR FILING

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HEALTH
egon

WATER RE RT Laboratory No. 3653

Collected 4-23-52 Received 4-26-52 Reported 4-28-52

City County Collected by O.G.McComb

Source well untr. pump private

Volume in ml.	1	10	10	10	10	10
24 hrs.	-	-	-	-	-	-
48 hrs.	-	-	-	-	-	-

+ = gas
— = no gas
Confirmation:

Coli-aerogenes group not present

FINDINGS: **This water conforms with accepted bacteriological standards of purity for drinking water.**

REPORT TO BE SENT TO
O. G. McComb
Box 271
Burns, Oregon

HAROLD M. ERICKSON, M.D.
State Health Officer.

WILLIAM LEVIN, Dr. P.H.
Director of Laboratory.

rl

(Over)